





Mails. **NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.**

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCESS ALICE" Capt. P. Grosch	WEDNESDAY, 10th March, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Biorer	About FRIDAY, 12th March.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MEL- BOURNE	"PRINZ WALDEMAR" Capt. Isaki	THURSDAY, 25th March, 5 P.M.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD.**

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th March, 1909.

**MESSAGERIES MARITIMES.**

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	CALEDONNIEN	X	15th March, P.M.
MARSEILLES, via PORTS	TOURANE	Lancelotti	16th March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	29th March, P.M.
MARSEILLES, via PORTS	NERA	Martin	30th March, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 2nd March, 1909.

**MESSAGERIES CANTONNAISES.**

FRENCH LINE OF STREAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry 400 of the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

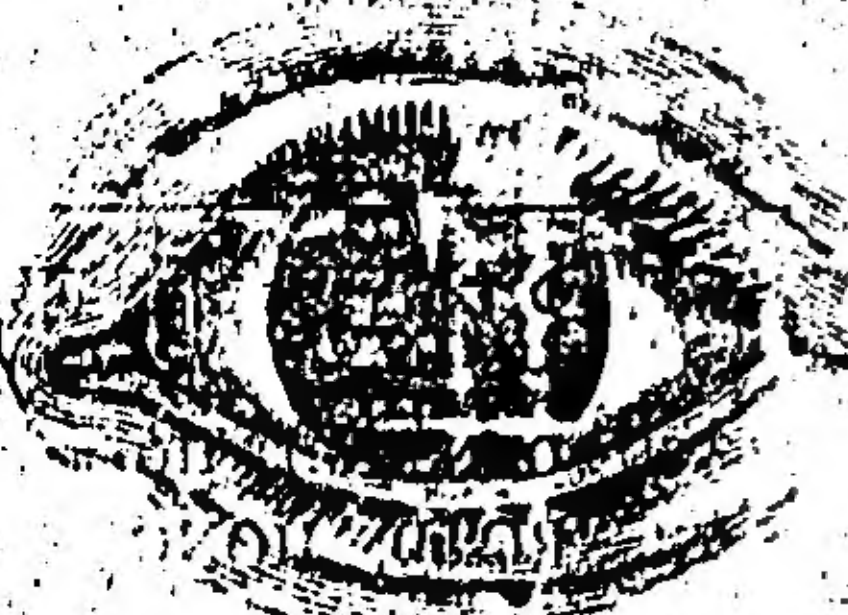
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamceen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamceen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES RIGHT!



**N. LAZARUS, OPHTHALMIC OPTICIAN,**  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 1, John Street, Bedford Row, W.C.  
GALATIA, 19, Bantock Street.  
SHANGHAI, 156, Nanking Road.

Intimations.

**No. 1 DOCK.**  
Length inside 514 ft. Width of entrance, top 98 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

**No. 2 DOCK.**  
Length inside, 375 ft. Width of entrance, top 30.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Oodes A. B. O. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

**PHILATELIC NOVELTY**  
suitable for  
PRESENTS.

BAGS OF USED POSTAGE STAMPS.

Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 3.00	1,000 " 1.50
500 " 1.00	500 " .75

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit every body.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAP, MANILA CIGARS AND CIGARETTES, &c., &c., &c.

Inspection invited.

GRACA & Co.,

No. 27, Des Vaux Road.

**FURNITURE WAREHOUSE.**

**LI KWONG LOONG & CO.,**

同公隆廣李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at  
No. 39, DES VAUX ROAD CENTRAL.  
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, and floor.

Hongkong, 27th February, 1909.

THERAPION MAY NOW ALSO BE OBTAINED IN DRUGGER (ASTELL'S) FORM. THE NEW FRENCH REMEDY

TRADE MARK THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Alford, Kossan, Joubert, Vulpau and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto employed.

**THERAPION No. 1** is a rapidly acting and highly popular remedy, used in the Continental Hospitals by Alford, Kossan, Joubert, Vulpau and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto employed.

**THERAPION No. 2** is a rapidly acting and highly popular remedy, used in the Continental Hospitals by Alford, Kossan, Joubert, Vulpau and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto employed.

**THERAPION No. 3** is a rapidly acting and highly popular remedy, used in the Continental Hospitals by Alford, Kossan, Joubert, Vulpau and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto employed.

**THERAPION** is sold by all Chemists and Dispensaries. It is a rapidly acting and highly popular remedy, used in the Continental Hospitals by Alford, Kossan, Joubert, Vulpau and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto employed.

**GREEN ISLAND CEMENT COMPANY, LIMITED.**

**PORTLAND CEMENT.**

In Casks of 375 lbs. net \$5.50 per Cask ex Factory

In Bags of 50 lbs. net \$3.45 per Bag ex Factory

SHENWAN TOMES & Co.,

General Managers, Hongkong, 10th August, 1908.

**SAINT-RAPHAEL**

**TONIC, RESTORATIVE, DIGESTIVE WINE.**  
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

**CLETEAS** is a MELINA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).  
JALOUSK, MAORESSA & Co., Hongkong.

THE "EMPEROR OF CHINA"

(Continued from page 5)

Capt. V. Miura, dock-master at the Mitsui Bishi Dockyard in Kobe, called as an expert witness to give evidence as to abnormal sets, said he held a Japanese master's certificate. About eight years ago he made a trip from Moji to Kobe, and met the same tide as that encountered by the *Empress of China* at the new moon. After passing Motoyama buoy he set the course four miles off Hemishima. The night was very cloudy, with heavy rain; the steamer was only an 8 knot cargo-boat and ran about four hours at six knots from the buoy. He then slowed down the engines and ran for about two hours at three knots. The ship was then stopped for twenty minutes, and when the weather cleared he saw islands on the port bow, proving he had been carried out of his course. Another time he found the island right ahead. In stormy weather the speed of the current at this point was 8 or 9 knots.

A. O. Cooper, chief officer of the *Empress of China*, said he had an extra master's certificate.

On the morning of the 19th instant he came on the bridge at 4 a.m. and took the course S. 70 E. from the second officer. Having seen that this course was a safe one, he left the chart-room and took over charge of the ship. Between 4.15 and 4.45 they passed two steamers, and had to starboard for one of them; the weather was dark, but clear enough to see lights for two or three miles. The ship again starboarded for a native craft, and came back to her course. About 5.15 a pretty heavy squall came on, and the pilot gave the order to stand by the engine. Five minutes later the squall came on heavier, and the pilot gave the order "slow." About a minute after this the pilot told witness to call the Captain, but he, not thinking it expedient to leave the bridge, looked for the quarter-master, who should have been there. Not seeing him, witness told the fourth officer to call the Captain and tell him they had slowed the engines, as the weather was thick. As soon as the vessel struck, witness put the engines full speed astern, and when the fourth officer appeared he was sent to tell the carpenter to sound the bells. The Captain appeared immediately, and gave orders to close water-tight doors and swing out boats. All the officers were on the bridge about a minute after, and witness sent them about their various duties.

By the Court.—From the time the pilot suggested calling the Captain to the time the fourth officer went below to call him was about four minutes. The Captain was on the bridge almost as soon as the fourth officer. At 5 a.m. the ship would be within range of the Himeshima light, but it could not be seen; witness did not expect to see the light, because though the sea was clear the high land was enveloped in clouds and heavy rain. Asked as to soundings, as far as witness remembered, they were about the same on both sides of the course, and he considered Sir William Thompson's sounding-machine was not reliable to a fathom in shallow water—anything under 20 fathoms, at 12 or 14 knots. To take proper soundings the ship would have had to be stopped and the deep-sea lead put out. Taking soundings at this point indicated would not have assisted him in the least. Witness did not suggest to the pilot that the course should be altered, as he did not consider the ship was in any danger. The standard compass and steering compass were not the same; there was two degrees' difference. The compasses were compared every watch, and frequently during the watch. When the squall came on witness did not think it necessary to stop the ship and take the hand-lead or deep-sea lead to get soundings, as he apprehended no danger.

John Stewart, second officer, holding an extra master's certificate, said that at 4 a.m. on the 19th it was dark, with heavy rain squalls. He considered that S. 70 E. was a safe course, even though it was a dirty night, and he did not think the course was cut rather fine.

John Thompson, quarter-master, who was at the wheel when the ship struck, said the course given him was S. 69 E. and this course was kept until the ship struck at 5.20. He had orders twice to starboard, and went back to the course after a few minutes on each occasion.

A. E. Hopper, second engineer, said he was on duty when the ship struck, taking the 4 to 8 watch. At 5.16 by the engine-room clock he got the order to stand-by. The next order was slow ahead at 5.18; the engines were immediately slowed from 69 to 40 revolutions; at 5.22 the order "full speed astern" was given; the engines were immediately reversed and continued going astern until 5.34. Witness gave the order to call the stand-by watch. At 5.22 the electric alarm was rung to close water-tight doors. A shock was felt, but not a violent one.

Daniel Gordon, able seaman, said he was on the look-out in the crow's-nest from 4 to 6. Witness reported two or three lights; the weather was very dark, and equally. Shortly after five o'clock he reported a light on the starboard bow, and afterwards another on the port-bow. He could see no land; the weather got worse after five o'clock, and there was a heavy squall of rain; it was a very black night. Witness had been through the Island Sea many times before, and was an experienced look-out.

H. G. Davis, also an able seaman, said he was on the look-out on the fore-castlehead. After five o'clock he could not see anything, but he saw in the crow's-nest reported two lights, which witness saw afterwards. He thought they were fixed lights on shore. Witness reported nothing at all during his watch, and could see nothing until daylight.

Mr. Cooper, recalled, said he did not remember the lights particularly reported by the

look-out in the crow's-nest, and he did not see any lights after the ship struck, but if anything was reported by the look-out it would be answered.

John L. Johnson, fourth officer, said he was on the bridge when the accident occurred. At 5.10 there was a heavy squall, and a minute afterwards the pilot ordered him to "signal stand-by" and shortly after he was told to ring "slow ahead," and blow the whistle. The chief officer then ordered him to go below and call the Captain. On the way witness met the quarter-master, and told him to call the Captain. While witness was returning to the bridge, the ship struck. It was about two minutes before the Captain was called. Two lights were sighted after five o'clock, about ten minutes before the ship struck; witness took them for junks, they were not shore lights.

Captain Archibald, recalled, explained that he may have been mistaken in saying that it was the fourth officer who had gone below to call him. He agreed with the chief officer that Sir William Thompson's sounding-machine was not reliable to a fathom or so in shallow water, but it would perhaps have been better to have taken soundings with it. The course of S. 70 E. fine weather was a perfectly safe one, but perhaps, in consideration of the weather at the time, it was rather a fine one.

This closed the examination of witnesses, and after a prolonged sitting in private the finding of the Court was announced, of which the following is the substance:—"That the stranding of the *Empress of China* was due to too fine a course—under the conditions of weather then prevailing—having been set from Motoyama buoy by the pilot in charge of the vessel; and no precautions having been taken by the pilot and chief officer to verify the position of the ship by taking soundings at or before five o'clock, a time when Himeshima light should have been in sight, which soundings would have shown that the ship was to the southward of her course, and in a dangerous position by the set. Under these circumstances the Court finds that the master must be held free from all blame." Reference was also made in the judgment to the fact that after the accident every precaution was taken to ensure the safety of the passengers.

The master, being a party to the proceedings, was ordered to pay the Court costs, amounting to £7 14s. 9d.—*Japan Chronicle*.

Intimations.

**DON'T BUY**

ELSEWHERE BEFORE YOU CALL AT

**FRENCH STORE**

(Opposite ASTOR HOUSE).

NOW SHOWING

A Large and Fancy Assortment of

The Best FRENCH TOYS, DOLLS,

TOM SMITH'S CRACKERS,

CADBURY'S CHOCOLATE,

PERNOT BISCUITS.

&c. &c. &c.

Commenced, 21st November, 1908.

**Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.**

Benger's Food is sold in tins, by all Chemists, etc., everywhere.



Dentistry.

TRIN TIN.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. OHAON.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

21, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th April, 1907.



# Intimation.

## Powell's ALEXANDRA BUILDINGS.

## TRAVELLING REQUISITES.

## TRUNKS.

Solid  
English  
Leather,  
From \$42 Each.

Best  
Willesden  
Canvas,  
From \$25 Each.

Black  
Waterproof  
Leather  
Bound,  
From \$23 Each.

Saratogas,  
From \$18 Each.

LADIES'  
HAT BOXES  
(To hold Six Hats).  
Black, Brown, and  
Willesden,  
From \$15 Each.

Kit Bags,  
Gladstones,  
Umbrella Cases,  
Holdalls, Rugs,  
Rug Straps,  
Luggage Tags,  
&c., &c., &c.

POWELL'S  
ALEXANDRA  
BUILDINGS,  
and  
28, Queen's Road.

Hongkong, 29th February, 1909.

## To Let.

### TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.). Rents low.  
Apply to—  
THE COMPTON DEPARTMENT,  
E. D. Sassoon & Co.,  
Queen's Road Central.  
Hongkong, 24th February, 1909. [188]

### TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.  
A HOUSE in RIFON TERRACE.  
OFFICES in YORK BUILDING.  
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VAUX ROAD next to the Hongkong Hotel.  
FLATS in MORETON TERRACE.  
No. 10, DES VAUX ROAD CENTRAL, 1st Floor.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 8th March, 1909. [5]

### TO LET.

GODOWN No. 54, DUDDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st January, 1909. [52]

### TO LET.

TWO AIRY ROOMS in a house on BELLIOS TERRACE, first floor, entrance from Robinson Road. Moderate Rental. For particulars, apply to—  
"HOUSEHOLDER,"  
C/o Hongkong Telegraph.  
Hongkong, 5th March, 1909. [239]

## Intimations

PABST BREWING COMPANY,  
MILWAUKEE.

FRESH SUPPLIES  
ALWAYS KEPT IN STOCK  
BY  
SIEMSEN & Co.,  
Agents for  
HONGKONG & SOUTH CHINA.  
Hongkong, 20th July, 1907. [16]

PEAK TRAMWAYS COMPANY,  
LIMITED.

### TIME TABLE

#### WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.

#### NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

#### SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.

#### NIGHT CARS on Week Days

#### SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON  
General Managers.

Hongkong, 4th March, 1909.

THERAPY MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELESS) FORM.

### A BROKEN-DOWN SYSTEM

This is a condition (or disorder) which doctors call "nervousness," but which few of them really understand. It is simply weakness—a breakdown of the vital forces that sustain the system. No matter what may be its cause (for they are almost innumerable), its symptoms are the same: the more pronounced being sleeplessness, loss of appetite, and loss of energy for all the ordinary duties of life. Now, what ails the sufferer is not a disease, but a condition of the system, and it is this condition that the NEW FRENCH REMEDY THERAPION No. 3 cures.

It is a condition of the system, and it is this condition that the NEW FRENCH REMEDY THERAPION No. 3 cures. It is a condition of the system, and it is this condition that the NEW FRENCH REMEDY THERAPION No. 3 cures.

### THERAPION

It is a condition of the system, and it is this condition that the NEW FRENCH REMEDY THERAPION No. 3 cures. It is a condition of the system, and it is this condition that the NEW FRENCH REMEDY THERAPION No. 3 cures.

## Auctions.

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
WEDNESDAY,

the 10th March, 1909, at 3 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

A PRIVATE COLLECTION OF  
OLD AND RARE JAPANESE CURIOS,  
Comprising—  
SATSUMAS, IVORY CARVINGS,  
BRONZES, BLACKWOOD CABINETS,  
&c., &c.

Catalogues will be issued.  
TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 3rd March, 1909. [229]

### PUBLIC AUCTION.

THE Undersigned have received instructions from J. Y. V. VERNON, Esq., to sell by  
PUBLIC AUCTION,  
on  
FRIDAY,

the 12th March, 1909, at 2 P.M., within his residence, "Newlands," 37, Quidout Road,

THE WHOLE OF THE  
HOUSEHOLD FURNITURE,  
THERIN CONTAINED,  
Comprising—  
SILK COVERED DRAWING ROOM  
SUITE, CHESTERFIELD COUCH  
AND ARM CHAIRS, CHINESE BLACKWOOD  
CHAIRS AND TABLES, OLD CLOCKS,  
DESKS, TEAKWOOD EXTENSION  
DINING TABLE AND CHAIRS, SIDEBOARD  
AND DINING WAGON with BEVELLED  
GLASS, Double and Single BRASS  
AND IRON BEDSTADS with HAIR  
MATTRESSES, TEAKWOOD WARDROBES  
with BEVELLED GLASS, DRESSING  
TABLES, CHEST-OF-DRAWERS, MAR-  
BLETOP WASHSTANDS, GLASS,  
CROCKERY AND E.P. WARE, CARPETS  
and STAIR CARPETS, ENGRAVINGS,  
OIL PAINTINGS, WATER COLOURS,  
&c., &c.

Also  
A Quantity of PLANTS in POT.  
Catalogues will be issued.  
On view on Thursday, the 11th instant.  
TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 6th March, 1909. [243]

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
SATURDAY,

the 13th March, 1909, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

A QUANTITY OF  
AMERICAN BOOTS, (various sizes),  
ALSO  
28 cases PRESERVED PINE APPLE.  
TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 6th March, 1909. [244]

### PUBLIC AUCTION.

THE Undersigned have received instructions from J. ARNOLD, Esq., to sell by  
PUBLIC AUCTION,  
on  
SATURDAY,

the 13th March, 1909, at 3 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

A UNIQUE AND RARE COLLECTION OF  
JAPANESE PORCELAIN,  
Comprising—  
OLD HIRATO, IMARI, MAKUDZU  
and OWARI VASES, BOWLS and JARS, &c.  
(In different Designs and various Colours).  
Catalogues will be issued.  
TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 4th March, 1909. [232]

### PARTICULARS AND CONDITIONS

of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of March, 1909, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Corrid Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1899.

### PARTICULARS OF THE LOT.

Regency No. 101. Locality: Adjoining Inland Lot 102, Conduit Road. Boundary Measurements: As per site plan. Content in Sq. ft. 12,000 (about). Area in Acres 2.75 (about). Estimated Price: \$1,500.

Hongkong, 6th March, 1909. [241]

### THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,350,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.,  
Undertaken and Executed.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st March, 1909. [24]

## COMMERCIAL.

### FREIGHT-MARKET.

In their fortnightly report, of 6th instant, Messrs. Lam & Rogge write:—

The most important feature of our market, during the fortnight under review has been the sudden revival of a concern, the birth of which in the beginning of last year gave rise to various rumours, which, however, gradually died out, as no particulars of what was going on could be obtained. The concern referred to is a combination of Siamese and Chinese merchants, who are evidently determined to make a bold bid for a share of the traffic between Bangkok and Hongkong, hitherto monopolized by the North German Lloyd. With this end in view they have now chartered, for the term of one year, six Norwegian steamships, which, all being of modern build, are eminently suited for the trade. The total carrying capacity of the boats amounts to over 200,000 piculs. The direct consequence of the event will no doubt be a rate war between the German company and its new rivals, and whereas it is obvious that "outside" tonnage will stand no chance of obtaining employment on the run during the coming season, the competition of the above six boats will on the other hand no longer have to be reckoned with in the Saigon trade, etc., and rates in general should be favourably influenced by the occurrence.

Saigon business continues to drag considerably, although there has been a slight improvement in the rate, which stands at 13 cents at time of writing.

From Saigon to one port Philippines 22 cents has been paid to a boat for 30,000 piculs.

The first charter of the season is reported drawn from Newchwang to Canton, 25 cents having been obtained by a steamer for 20,000 piculs. It is calculated that Newchwang will re-open about 17th inst.

The following coal charters are on record: Pulaut to Hongkong at \$2.10, part cargo to Canton at \$2.50, Pulaut to Singapore at \$2.25, Moji to Hongkong at \$1.50, Wakamatsu to Swatow at \$1.50.

Particulars of the time charters referred to above will be found in the list of settlements. Spill Tonnage Loading or to Load—None. Spill Tonnage Disengaged—None. Departure of Sailors—None.

### THE DISMAL DIET OF A DYSPYPTIC.

FEEDLE DIGESTIVE ORGANS CAN BE STRENGTHENED AND DYSPYPTIA CURED BY  
Dr. Williams' Pink Pills.

MORE PROOF FROM JAVA.

Toast, milk and soda water—that is the dismal diet of many sufferers from Dyspepsia whose systems are too weak to digest good nourishing food. Yet by that mode of living the digestion becomes weaker, and less able to recover tone. Dr. Williams' Pink Pills for Pale People have cured the worst forms of indigestion, because they give tone to the digestive organs and strengthened them so they can without distress or pain assimilate food.

As an example of the efficacy of Dr. Williams' Pink Pills in cases of disordered digestion may be cited the experience of Mr. Jacques Van Put, a clerk in the Samarang-Cheribon Steamtram Co., residing at Togal, Java. Mr. Van Put suffered greatly with dyspepsia in one of its many forms. "It is with gladness I am able to declare that I have been completely cured by the use of Dr. Williams' Pink Pills," said he during an interview lately.

"About a year ago," continued Mr. Van Put, "I was suffering with severe and chronic stomach spasms, also with pains in the chest and head. My appetite was very poor, I felt in a general low condition of health. When this miserable state of things had gone on for some considerable time I read somewhere about the curative powers of Dr. Williams' Pink Pills and was thus induced to try them, with the result that after taking two bottles of these Pills I felt much relieved, and after four bottles I was cured."

### THE WORST CASES HAVE BEEN CURED.

The Chronic Dyspeptic cannot work, eat, sleep, talk or play with any pleasure or profit. Every hour of life is full of misery, and in the acute stage of the malady he is helpless, helpless and despairing. But the worst cases of indigestion have yielded to Dr. Williams' Pink Pills for Pale People, which are so invaluable for Chronic Liver Complaint, Sick Headache, General Debility, Early Decay, Malaria, Anemia, Nervous disorders, Rheumatism, Sciatica, Beri-Beri, Eczema, Scrofula, and Blood disorders. Ladies suffering with the special ailments which afflict so many of their sex between youth and middle age find prompt and permanent relief from Dr. Williams' Pink Pills, and these Pills are also the great restorative for men broken down by overwork, excesses, or residence in unhealthy climates. Weak, sickly stunted children grow sturdy and strong with their use. Obtainable at most shops where medicines are sold, also direct from the Dr. Williams' Medicine Co., 8, B. Kinkling Road, Shanghai, at 3/6 per box per bottle or 6 bottles for \$2. max.

Sold by all Chemists.

Hongkong, 1st March, 1909.

## Intimations.

### THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE is hereby given that ALEXANDER RICHARD ROBY HASSAN, Manager of CONNELL BROTHERS COMPANY, Hongkong, has, on the 15th day of August, 1908, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The representation of a Cow in a standing position with the word "Cow" underneath.

In the name of Messrs. CONNELL BROTHERS COMPANY, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicant in respect of FLOUR in Class 43.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 8th day of January, 1909.

WILKINSON & GRIST,  
on behalf of  
CONNELL BROTHERS COMPANY.

### THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE is hereby given that PEARSON'S ANTISEPTIC CO., LIMITED, of 15 Elm Street, Gray's Inn Road, London, England, Disinfectant Merchants, have, on the 27th day of November, 1908, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

"HYCUL" in the name of PEARSON'S ANTISEPTIC CO., LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicant since 19th August, 1908, in respect of the following goods:—

Disinfectant for use for agricultural, horticultural, veterinary and sanitary purposes, in Class 2.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 8th day of January, 1909.

WILKINSON & GRIST,  
on behalf of  
PEARSON'S ANTISEPTIC CO., LIMITED.

### THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE is hereby given that PEARSON'S ANTISEPTIC CO., LIMITED, of 15 Elm Street, Gray's Inn Road, London, England, Disinfectant Merchants, have, on the 27th day of November, 1908, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

"CARYOSOL" in the name of PEARSON'S ANTISEPTIC CO., LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicant since 28th July, 1908, in respect of the following goods:—

Chemical substance prepared for use in medicine and pharmacy, in Class 3.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 8th day of January, 1909.

WILKINSON & GRIST,  
on behalf of  
PEARSON'S ANTISEPTIC CO., LIMITED.

### HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On TUESDAY, the 9th March:—  
From Chin Lan Chau and Devil's Peak over the arc: One Rise More, Buffalo Hill, Cal's Head and Razor Hill, at ranges up to 6,000 yards, commencing at 10.30 A.M., and finishing at 2 P.M.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR,  
Commander, R.N.,  
Harbour Master, &c.,  
Hongkong, 8th March, 1909. [255]

### THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELESS) FORM.

### A WONDERFUL DISCOVERY.

It is a condition of the system, and it is this condition that the NEW FRENCH REMEDY THERAPION No. 3 cures. It is a condition of the system, and it is this condition that the NEW FRENCH REMEDY THERAPION No. 3 cures.

### THERAPION.

This preparation is an absolutely one of the most powerful and reliable of all medicines ever introduced, and is a discovery of the greatest importance. It is a condition of the system, and it is this condition that the NEW FRENCH REMEDY THERAPION No. 3 cures.

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Sold by all Chemists.

## WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

### METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No. 1. A CONE point upwards indicates a Typhoon to the North of the Colony.

Signal No. 2. A CONE point upwards and BLACK below indicates a Typhoon to the North-East of the Colony.

Signal No. 3. A DRUM indicates a Typhoon to the East of the Colony.

Signal No. 4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

Signal No. 5. A CONE point downwards indicates a Typhoon to the South of the Colony.

Signal No. 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

Signal No. 7. A BALL indicates a Typhoon to the West of the Colony.

Signal No. 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

### URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

### NIGHT SIGNALS.

The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights, a vertical Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by Night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

### SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. San Xi Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tin Kok.

Tai Po.

This will



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

TOBACCONISTS & CIGAR  
MERCHANTS.

## TOBACCOES.

John Cotton's No. 1 & 2;  
Carven Mixture; Ardath  
Special Mixture; Black Cat;  
Garriek Smoking Mixture.Phillips' Finest Smoking Mix-  
ture, "Non-Fur" Tobac-  
co, and other well-known  
brands.

## CIGARETTES.

Garriek Cigarettes; State Ex-  
press; Quo Vadis; Craven  
Mixture; Clarence Extra  
Virginian; Knight Ban-  
neret; Turkish; Martin's  
"Non-throat"; Three Cas-  
tles (Magnums).A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS

AND

## KOWLOON DISPENSARY.

Hongkong, 13th February, 1909. (28)

## MARRIAGE.

At "Louisville" Gas Works, on the 6th  
March, by the Rev. C. H. Hickling, Union  
Church, Hongkong, EDGAR WILLIAM TER-  
REY, Gas Works, to MARY ANN MCNAUGHTON,  
eldest daughter of James McNaughton, Esq.,  
Chemist, Port Glasgow, Scotland. [45]

## The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 8, 1909.

## The Slave Traffic.

JAPANESE WOMEN SOLD TO  
HONGKONG.

## KIDNAPPING GANG ARRESTED.

A remarkable but not uncommon story has  
come to light in the arrest by the Kobe police,  
a day or two ago, of four kidnappers of women  
in the persons of Shikawa Shuto, aged 31,  
Shigematsu Seikichi, 30, Ito Sokichi, 48, and  
Inoue Kunosuke, 25, all of Kobe, reports  
the *Japan Chronicle* of 27th ult.It is alleged that the first-named two, who  
had been jointly engaged in a hotel and for-  
warding business at Kaigan-dori, 5-chome,  
Kobe, but which was not proving sufficient-  
ly lucrative, were seized with the idea of  
raising funds by kidnapping women and  
sending them abroad for questionable pur-  
poses. They confided their scheme to the  
other two men named, who were carrying on  
a restaurant and lantern-manufacturing busi-  
ness respectively, the former at Kitanagasa-  
dori, 3-chome, and the latter at Moto-machi,  
5-chome. This four agreed together in their  
shameful enterprise, Inoue being the capi-  
talist. The gang started operations by engaging  
two girls, Higashi Haru, aged 20, of Nishinada-  
mura, Hyogo prefecture, and Hirose Tora,  
aged 19, of Takamatsu, Shikoku, ostensibly  
as waitresses for restaurants in Shikoku,  
at a handsome remuneration. On the night of  
September 5th last, the men escorted the two  
girls to a French mail steamer then in Kobe  
harbour, and took them to Hongkong, where  
they were disposed of to certain places of ill-  
fame, the gang netting ¥350 for each girl.  
Satisfied with the success of their first venture,  
the gang secured two more girls easily in  
October—Mochio Yayo, aged 20, of Kawachi  
district, and Yamada Mine, aged 18, of Aka  
district in circumstances as before, and sold  
them in Hongkong for ¥450 each.Their ylle traffic seemed to be flourishing,  
but it was doomed owing to the action of one  
of the girls, Mochio Yayo, who, overwhelmed  
by the terrible position in which she found her-  
self at Hongkong, succeeded in sending a letter  
to her parents at home informing them of  
the circumstances. The letter lost no time in  
communicating with the police, as a result of  
which the whole gang was arrested, as stated.  
The men are still under examination at the  
police-station, while it is understood steps are  
being taken to rescue the unfortunate girls  
from the wretched fate which threatens them.Hongkong University  
Scheme.

## SUB-COMMITTEE'S MEETING.

## PROGRESS OF THE MOVEMENT.

Another step in the progressive movement  
towards the realisation of the scheme for the  
establishment of a university in Hongkong was  
taken yesterday when the Chinese members of  
the sub-committee met for the third time  
at the Tung Wa Hospital in pursuance of the  
duty imposed upon them by their ready  
acceptance of office on the appointment of His  
Excellency the Governor. The Hon. Dr. Ho  
Kai, who was supported by the Vice-Chair-  
man, occupied the Chair.Addressing the meeting, the Chairman said  
meetings of the General Committee were held  
on Friday and Saturday when the seven resolu-  
tions adopted and passed by the sub-com-  
mittee, and printed in the *Telegraph* of the  
2nd inst., were taken into consideration. The  
sub-committee's resolutions were approved  
after slight amendments. The Governor had  
had no time to write to him (the speaker)  
in reference thereto, but His Excellency had  
kindly caused to be transmitted to him copies  
of the minutes of proceedings at the second  
and third meetings of the General Committee.  
The Chairman then proceeded to read the  
minutes, at the conclusion of which, he said  
that he would be having a translation into  
Chinese made of the minutes and circulated  
to the sub-committee. The alterations to  
the resolutions, of which he already made  
mention, had reference to the circular letters  
which it was proposed to issue over the  
signatures of the Chairman and Vice-Chairmen  
soliciting support in aid of the scheme, and  
which would be despatched through the medium  
of the Colonial Secretariat in certain cir-  
cumstances. The number of scholarships would  
be limited to fifty.The rest of the Chairman's address was prac-  
tically an interpretation of the minutes of pro-  
ceedings of the General Committee held on the  
5th and 6th inst., and which are printed in  
extenso below.At the conclusion of the address thirty mem-  
bers from among the Sub-Committee were  
elected for the collection of subscriptions.  
The sub-committee then adjourned.

## COMMITTEE'S DELIBERATIONS.

Following are minutes of the proceedings of  
the second meeting of the General Committee  
held at Government House on the 5th  
inst. Present:—The Chairman (Sir Frederick  
Lugard), Hon. Dr. Ho Kai, Hon. Mr. Wei  
Yuk, Hon. Mr. F. H. May, Hon. Mr. W. Chat-  
ham, Hon. Mr. E. A. Irving and Hon. Sir Paul  
Chater.The Chairman informed the Committee that,  
at a meeting of the Chinese sub-committee, on  
February 21st, the following business had been  
done:—(a) It had been proposed that a treasurer  
should be elected. Approved.(b) Co-optation of Messrs. Tsang Sek Chan,  
Ng Tang Kai, Le Tait Choi and Yi Yuk Tong.  
Approved.(c) It had been decided to print 10,000  
copies of the Memo. and preface, and distri-  
bute.(d) Appointment of 15 members as special  
committee to consider the best means of invit-  
ing and collecting subscriptions.(e) Election of fifteen members as vice-  
chairman, and three as hon. secretaries.(f) It was inquired whether, if the full  
Endowment Fund required were not raised, the  
subscriptions would be returned or not. I  
had informed Dr. Ho Kai that they would be  
returned in such an event, viz., if the Endow-  
ment Fund fails to reach such a sum as, in the  
opinion of the Committee, will justify the com-  
mencement of the building, and satisfied the  
donor.Several questions had been raised by mem-  
bers of the Sub-Committee and replied to by  
Dr. Ho Kai to the best of his ability. The  
Chairman proposed that these questions should  
now be discussed by the Committee, and an  
authoritative reply given to them.(a) How far the Chinese donors to the En-  
dowment Fund would be represented on the  
Governing Body of the University. The Gov-  
ernor expressed the view that for the success-  
ful working of a University on Western lines,  
including the engagement and control of the  
teaching staff, discipline and routine of scholars,  
method of examinations, fixing of vacations,  
etc., etc., as well as in order to command the  
confidence of British Universities, the Govern-  
ing Body must necessarily be chiefly British  
and in the first instance should be nominated  
by the Governor, subsequent vacancies being  
filled by co-optation subject to the approval of  
the Governor. He saw no objection to a  
provision that at least two members should be  
Chinese.

The Committee concurred.

(b) In reply to the question as to the value of  
degrees to be conferred, it was decided to reply  
as follows:—It is most certainly our object to  
make the degrees of equal value and as widely  
and fully recognised as those granted by English  
Universities. To achieve this the standard  
must be the same. The present College of  
Medicine, of course, does not attempt  
such a standard. Hence its degrees are  
not recognised even here in Hongkong as  
entitling the holder to practise as a fully qual-  
ified medical practitioner. The requisite steps  
to ensure recognition will be a matter for in-  
quiry from the Home Universities, and other  
bodies (e.g., the Medical Council, etc.).(c) As to the scope of the University.—This  
depends upon the income. We propose to  
begin with two faculties, viz., medicine and  
applied science, including engineering; or per-  
haps, three. As further funds are raised we  
will establish more and more chairs.(d) The amount of fees.—They will not ex-  
ceed an aggregate maximum of three hundred  
dollars per annum, exclusive of board. Poor  
scholars can be provided for by means of  
scholarships.The Chairman informed the Committee that,  
at the second meeting of the sub-committee on  
February 28th, a treasurer had been elected,  
and the special committee referred to above  
had submitted a series of regulations. These  
the Committee proceeded to discuss:—Regulation 1 was approved, it being under-  
stood with regard to E and F, that if the sub-  
committee desire to address any Chinese offi-  
cials in China or elsewhere, they will first in-  
form the Governor, who, if he has no objection,  
will himself first write to the British Minister  
or Consul, and inform him of the desire of  
the sub-committee to communicate with the  
officers in question on the matter of raising  
subscriptions. When this has been done, there  
is no objection to the sub-committee addressing  
the officials direct, informing them at the same  
time that the Governor has already written to  
the Consul. If the Governor does not consider  
it advisable to write personally, the sub-com-  
mittee should send their letter through the  
Secretariat. This does not preclude individual  
members of the sub-committee from writing  
privately to their personal friends, or to  
gentlemen who hold no official position.Regulation 2.—The Committee saw no  
objection to making non-resident collectors, of  
subscriptions honorary members of the sub-  
committee so long as it exists, provided that  
they are not officials of the Chinese Government.  
Officials of the Chinese Empire will be styled  
"Patrons" or "Sympathisers" with the  
Hongkong sub-committee. It is understood  
that the sub-committee will exercise discretion  
in the number of names submitted to the  
Governor for approval so that they may not be  
excessive. When subscriptions are invited the  
Sub-Committee will be careful to explain to  
the donors that they will be invested in securi-  
ties by the appointed Trustees and an annual  
statement of expenditure, properly audited,  
will be published. The proceeds of the En-  
dowment Fund will be devoted to the general  
purposes of the University, engagement of  
teaching staff, equipment, and general main-  
tenance. It will not be available for reduction  
of fees (except as in Regulation 4); but if it  
exceeds the initial requirement will be used  
for establishing more branches of instruction,  
viz., engaging a larger staff, and extending the  
accommodation for pupils.Regulation 3.—The views of the Committee  
are already recorded under Regulation 2.  
Replies to Governor's letter received from  
Singapore, Shanghai, and the Viceroy of Can-  
ton, were read.

The Committee adjourned.

VICEROY CHANG'S FRIENDLY  
SYMPATHY.The third meeting of the General Committee  
was held on Saturday, the 6th inst. The  
minutes of proceedings have not yet been con-  
firmed, but we have been very courteously  
accorded permission for their publication.There were present:—H. K. Sir Frederick  
Lugard (chairman), Sir Rev. the Bishop of  
Victoria, Hon. Mr. F. H. May, Hon. Mr. W.  
Chatham, Hon. Dr. Ho Kai, Hon. Mr. Wei  
Yuk, Hon. Sir Paul Chater, Hon. Mr. E. A.  
Irving, Hon. Mr. H. E. Pollock, K.C.The minutes of the second meeting, were  
read and approved.The fourth clause of the Memo. of "Regula-  
tions," submitted by the sub-committee, was  
discussed and approved on condition that the  
number of scholars who are admitted without  
payment of fees is limited—at present at any  
rate—to 50. (Free board counts equally with  
free tuition, so that a scholar, who obtains both,  
counts as two out of the 50). The committee  
reserve the question as to how the board of  
names referred to in 4 (1) shall be affixed for  
consideration when the plans of the building  
come up for discussion, as also the size and  
description of the pictures and busts referred  
to in (6). (Honorary life members of Council,  
like honorary members on all Councils, do not  
vote).With reference to the names inscribed on  
the tablet, it is understood that when the  
buildings are erected (or if the tablet should  
have to be let into the wall before erection is  
completed, at such time) the list will be closed  
in order that the names may be inscribed in  
the order prescribed. The sub-committee will  
then be dissolved, and it will be matter for  
consideration what steps shall be taken for  
raising further funds for extending the scope  
of the university.The Committee considered that if further  
questions are asked by members of the sub-  
committee or others, it would be advisable for  
the Chairman of the sub-committee to refer  
them to the Governor, for an authoritative  
reply, in order to avoid any misunderstanding,  
seeing that neither the Chairman of the sub-  
committee, nor the sub-committee as a whole,  
can pledge the Committee.The decisions on all matters of importance,  
which are recorded by the Committee, will be  
referred for the covering approval of the  
Secretary of State when his approval of the  
project and the grant of the site has been  
received.The Governor said that he proposed, in view  
of the very friendly letter received from the  
Viceroy at Canton, to invite His Excellency to  
be a Vice-Patron of the university, and the  
Committee concurred.One year's hard labour and twenty-four strokes  
of the birch was the sentence passed in the  
Police Court this morning on a coolie who was  
found guilty of snatching an earpick from a  
Chinese woman in Queen's Road West yester-  
day afternoon.THE Hon. Treasurer of the Alice Memorial and  
Affiliated Hospitals begs to acknowledge with  
thanks the following donations to the funds of  
the Hospitals:—J. D. Hutchinson & Co., ..... \$ 50  
J. Walker ..... 10  
O. Pemberton ..... 10  
A. Palfrey ..... 10  
A. Bore ..... 5  
M. H. E. Ellis ..... 5  
Dr. Chidwick Kew ..... 5  
E. Neidhart ..... 5  
Barrett & Co. .... 5

## Singapore Opium Farm.

GOVERNMENT TAKES  
POSSESSION.IMPORTANT CORRESPONDENCE ON  
OPIUM POLICY.The matter of the Singapore Opium and  
Spirit Farms, and the arrears of payment due  
therefrom to the revenues of the Colony,  
has occupied the serious attention of the  
Government for some time past. The question  
reached a climax, yesterday afternoon, reports  
the *Straits Times* of 2nd inst., when shortly  
after two o'clock, Mr. Gibson, of the Chinese  
Protectorate, called at the Farm offices in Cecil  
Street, and formally took charge of the busi-  
ness on behalf of the Government. It was  
known to ourselves that strong measures were  
in course of making, but it was obviously a  
matter on which it was not permissible to  
publish information in advance. Now that the  
action of Government has taken definite shape,  
we may say that the decision of the Government  
to appoint a receiver in the Farm business—in  
other words to enter into possession—was final-  
ly reached at a recent special meeting of the  
Executive Council, following on instructions  
framed by the Governor before he departed for  
Europe.

## WHAT THE FARMER OWES.

Briefly, the position at the time of seizure by  
the Government, yesterday afternoon, was as  
follows:—The monopoly for the sale of opium  
and spirits, as let to the present Farmers, runs  
over a period of three years, concluding at the  
end of the present year. The monthly payment  
due from the Farm to the Government under the  
terms of the contract—for opium \$25,000, for  
liquors \$60,000, a total monthly sum of \$85,000.  
The Farm has not paid a balance on January  
last of \$13,000, and owes for the whole of  
February \$25,000, so that the total indebted-  
ness to the Government is, in round figures,  
\$45,000.The position taken by the Farmers is that  
certain matters have arisen which it was impos-  
sible to foresee when the contract was entered  
into, and which operated prejudicially on their  
income—these matters they claim largely arise  
from the action of the Government, and one of  
the chief causes of the fall in receipts from  
opium is stated to be the recent prevention of  
the sale of the drug in Chinese brothels. This,  
and other matters, are referred to detail in the  
appended petition which the Farmers placed  
before the Governor in November last. The  
crux of the question from the Farmers' point  
of view, is contained in this document, to-  
gether with the reply of the Government declin-  
ing to grant the remission prayed for or to  
relieve the Farmers of the obligations under  
their contract. These two letters are as fol-  
lows:—

## PETITION.

The Humble Petition of Khaw Joo Choo,  
Alexander William Cashio, Oheah Teow Eang  
and Choa Giang Thye of Singapore, Mer-  
chants:—1.—That your petitioners are the Farmers of  
the Opium Farm for the Settlement of Singa-  
pore for the year 1907, 1908, and 1909, under  
written agreement dated the 31st day of De-  
cember, 1906.2.—That your petitioners are by virtue of  
such agreement under terms to pay to the Col-  
onial Treasurer of the Straits Settlements the  
monthly sum of \$135,000 and that security has  
been given by means of mortgages of immov-  
able property in the Straits Settlements for the  
due discharge of their obligation.3.—That certain matters which it was impos-  
sible to foresee at the time the agreement above  
referred to was entered into are operating very  
prejudicially to your petitioners in the conduct  
of the business of the Farm: and that as your  
petitioners humbly submit that these matters  
are in large part caused by the action of the  
Government of the Straits Settlements, your  
petitioners desire to represent them.4.—Your petitioners would point out that, as  
is inevitable in a centre in which the male  
population very largely exceeds the female, there  
are a large number of Chinese brothels in  
Singapore. A custom has prevailed for twenty  
years or more for the keepers of these brothels  
to supply their customers with a small packet  
of opium at a fixed rate or charge. The sales  
effected in this manner have of recent years  
maintained an average of over fifteen thousand  
taels a month, and the profit to the Farm being  
\$1.65 per tael means a sum of \$39,000 per  
month. The Government of the Straits Settle-  
ments have, without warning decided to put a  
stop to a practice which has been allowed for  
twenty years and have prosecuted two several  
brothel keepers to conviction for the offence  
of keeping an unlicensed opium shop or selling  
opium without a license which action has had  
the effect of stopping sales of opium in the  
manner indicated and has seriously affected  
the revenue derivable from the Farm.5.—Your petitioners desire to point out that  
they tendered for the Farm upon the assump-  
tion that existing sources of revenue would not  
be summarily closed against them. They knew  
of the method of selling described and the  
volume of sales and they based the calculations  
which determined the amount of their tender  
upon this and similar items of information.  
Had they supposed that the Government had  
in contemplation the prevention of sales of  
opium in manner long accustomed in Chinese  
brothels their tender if submitted at all would  
have been subject to an appropriate and sub-  
stantial reduction.

## REVENUE LOSS.

6.—Your petitioners further represent that  
there has been of late a large volume of  
morphia and cocaine smuggling, which, owing  
as it would seem to the insufficiency of the  
preventive machinery provided by the Straits  
Settlements Legislature, the Government  
seems powerless to check, it being found in  
practice extremely difficult to secure a con-  
viction in a prosecution for smuggling. Both  
morphia and cocaine are very much more  
valuable than opium and are increasingly used  
as substitutes therefor to the prejudice of the  
revenue obtainable by the Farm. Unless thelicit commerce in these drugs, which has now  
attained to considerable volume, be checked  
your petitioners fear that (a) it will largely  
increase with results disastrous to your peti-  
tioners' interests.7.—After your petitioners had taken over the  
Farm and commenced the conduct thereof, the  
Government of the Straits Settlements appoint-  
ed a Commission to consider the whole ques-  
tion of the consumption of opium and the re-  
venue raised by import duties thereon. This  
Commission commenced its labours about the  
month of July, 1908, and continued them until  
recently. Its report is, it is understood, in  
draft and is shortly to be issued to the public.  
As soon as this Commission was appointed the  
various anti-opium organizations began to be  
extremely active and a determined campaign  
was commenced against the use of the drug.  
A mass of anti-opium literature has been cir-  
culated and hand-bills and pamphlets have  
been scattered broadcast. Your petitioners  
submit that it is beyond question that the action  
of the Straits Settlements Government in ap-  
pointing the Commission had the effect of  
spurring into activity the very formidable forces  
which are hostile to the use of the drug in any  
form and whether in moderation or in excess  
with the consequence of largely decreasing the  
sales of the Farm.8.—Your petitioners respectfully submit that  
though in form they made their contract with  
the King's Most Excellent Majesty in effect it  
is the Government of the Straits Settlements  
with whom they carry it out. They urge that  
to such contract ordinary principles should  
apply and that it is not just that the part pro-  
fiting by the Agreement should by collateral  
action or inaction make the performance of it  
more difficult and onerous for the party to whom  
the agreement happens to be working dis-  
advantageously. The Farm is losing money  
heavily. The sales had dropped off some  
15,000 taels a month before the Government  
took action in respect of brothel sales and now  
your petitioners are faced with a further decline  
of 15,000 taels a month as above indicated.9.—Your petitioners reiterate that they would  
not have taken over the Farm at the figure at  
which they tendered had they anticipated that  
the Government would put a stop to a practice  
upon a consideration of which your petitioners  
tendered, of which the Government through the  
Chinese Protectorate had been aware for a  
large number of years and to which it had  
taken no exception. Your petitioners humbly  
represent that Government should render them  
plenary assistance by preventing smuggling  
and illicit sale of morphia and cocaine. And  
finally they desire to urge that the political  
position of the "opium question" as it is called  
was altered and modified to the disadvantage  
of your petitioners by the action of Government  
in appointing the Commission referred to.

## Your petitioners therefore pray

(1) That a substantial reduction in their  
rent commensurate with the falling off of their  
returns by reason of the matters above set forth  
may be accorded them; or alternatively,(2) That some reduction may be made in  
respect of the months of November and  
December of this year and that they may be  
relieved of their contract at the end of the pre-  
sent year.And your petitioners will ever humbly pray  
Signed at Singapore in the Colony of the  
Straits Settlements, the 2nd day of November,  
1908.

## GOVERNMENT'S REPLY.

Colonial Secretary's Office,  
Singapore, 5th November, 1908.Gentlemen,—I am directed by the Governor  
to acknowledge receipt of your petition dated  
the 2nd instant, addressed to His Excellency  
and praying that a substantial reduction in the  
rent of the Farm may be granted on the ground  
of the falling off of the receipts attributed by  
you to certain causes set forth in the petition  
viz:—(a) stoppage of sale of opium in brothels,  
(b) inadequacy of the preventive machinery  
provided by law to check smuggling of morphia  
and cocaine.(c) the appointment of a Commission to  
inquire into the facts regarding the use of  
opium in the Colony.2. As regards (1.) I am to point out that  
the Government is only carrying out the law  
as it was at the time the Farmers entered into  
this contract.3. As regards (b) the Government is taking  
every possible step to check the importation of  
morphia and cocaine. There has been no  
relaxation in the efforts of the Government in  
this direction since the Farm was taken up.4. With reference to (c) the Government is  
unable to recognise any responsibility to the  
Farmers in the matter.5. Under these circumstances His Ex-  
cellency directs me to state that the Govern-  
ment must decline to grant any remission of rent or  
to relieve the Farmers of the obligations of  
their contract.—I have, etc.,(Sgd.) W. EVANS,  
for Colonial Secretary

## RECENT CORRESPONDENCE.

Following these two communications, there  
has been voluminous correspondence. Reply-  
ing on November 18 last to Government's  
letter, the Farmers refer to the brothel sales  
and state that Government, having allowed the  
law on this matter to fall into desuetude, for  
years, having allowed former Farmers profits  
accruing from these technically irregular sales,  
and knowing that the present Farmers tendered  
on the assumption that they would have the  
same resources open to them, suddenly cut off  
a very valuable source of revenue, and this  
they regard as inequitable without allowing a  
rebate in respect of the loss entailed. There  
has also been a rigorous enforcement of the Li-  
quors Ordinance against brothel keepers, which  
the Farmers claim operated to their prejudice.  
They stated also that the volume of morphia and  
cocaine smuggling is increasing, which seemed  
to indicate that the preventive machinery at the  
Government's disposal was not adequate. They  
say that a sale of from 10,000 to 20,000 taels  
of opium per month is necessary to enable the  
Farm to pay expenses, and that during the  
preceding six months the sales had onlyamounted to 100,000 taels on one occasion and  
that in the month of September they were as  
low as 93,333 taels; and they asked for a re-  
consideration of the position.The Government replied that they had no  
thing to add to the previous letter, except that  
if it had been brought to their notice earlier  
that opium was being sold in brothels contrary  
to the law, the necessary steps to enforce the  
law would have been taken.

## FARMERS' RUINOUS LOSS.

The Farmers again return to the charge in a  
letter dated November 28, in which they point  
out that the position is a very serious one for  
them, and the prospective losses ruinous. In  
face of these facts they state candidly that they  
would not be able to pay the full rent for Novem-  
ber and would be ready to hand over all the net  
receipts for that month, estimated to be  
\$240,000, and that the books are accessible at  
any time. In a further letter, the Farmers  
stated that they were paying in to the Treas-  
ury \$130,000, the estimated balance due the  
working during November.The Government's reply was that they had  
granted the Farmers permission, under certain  
conditions, to postpone until next year (1909)  
payments due at the end of November, De-  
cember and January in respect of arrears of  
rent, but were unable to grant any reduction  
or postponement of the current rent as it be-  
came due; further that the Farmers would be  
required to pay 12 per cent. on any portion of  
the rents for November which remained un-  
paid on the due date, and that if any part of  
the rent remained unpaid for ten days, they  
would exercise their power to appoint a re-  
ceiver manager.On December 8, the Farmers expressed their  
sense of the indulgence shown by Govern-  
ment in their being permitted to post-  
pone payment of arrears alluded to, but  
pointed out that there had been a further  
drop in daily receipts, and that the loss of the  
Farm would react on sub-shareholders, and  
they referred to the possibility of a financial  
panic. If a catastrophe was to be avoided  
they asked the Governor to reconsider the  
application for a reduction of rent, or to relieve  
them of the Farm at the end of the year (1908),  
and they asked for a personal interview with  
His Excellency.The Farmers were granted an interview with  
Sir Arthur Young, who, on December  
12, after laying the Farmers' representa-  
tions before the Governor, His Excellency was  
unable to agree that the main cause of the  
alleged decline in sales was due to the action  
of Government, and that His Excellency re-  
gretted he was unable to grant any abatement  
of rent or release the Farmers from their agree-  
ment.

## FINANCIAL CATASTROPHE.

On December 14, the Farmers, in a lengthy  
letter, expressed their disappointment and  
alluded to the baneful effect on the opium traffic  
generally of the action of the anti-opium party,  
and of the great drop in receipts following  
the Government's crusade against the sale  
of opium in brothels. They again spoke  
of a possible financial catastrophe, in-  
volving widows and people of limited means,  
and said they felt their losses were prin-  
cipally, if not solely, attributable to the  
appointment of the Opium Commission follow-  
ed by the stoppage of sales in brothels. They  
asked for relief as an act of grace, and trusted  
in the British Government's high sense of im-  
partiality, justice and right. In a further letter  
they asked for an inquiry. The reply was  
brief; it merely stated that Government did not  
admit any responsibility whatever for the  
alleged diminution in the sales of the Farm  
and declined any further discussion of the  
matter. The Government added that if the  
rent for January were not paid at due date, they  
would proceed in accordance with the powers  
reserved to them in case of default by the terms  
of the contract.On February 5, the Farmers wrote, in regard  
to the balance of rent for January, asking that  
time be allowed them till February 25, to pay.  
This application was granted on the distinct  
understanding that payment in full would be  
made on the date mentioned, and that interest  
would be payable on amount overdue at the  
rate provided for in the contract from the date  
on which it became due until date of payment.On February 28, the Farmers wrote regis-  
tering that for want of funds they were unable to  
avail themselves of the time allowed and fur-  
ther, that owing to the loss, and continued  
losses they had sustained, they not only found  
it impossible to pay January's rent, but would  
be unable to pay their rent for February,  
and they found it impossible to raise the neces-  
sary money. They stated, further, that if the  
Government would relieve them of their con-  
tract for the residue of the term they thought  
by the immediate sale of their stock, and the  
value of the security in the hands of the Govern-  
ment, that they would be able to pay off all ar-  
rears of rent and debt due. They left them-  
selves in the hands of the Governor to make  
whatever substantial reduction of the rent he  
might think reasonable.The Government's response to this was to  
appoint a receiver and manager in the person  
of Mr. Gibson, who, as we state above, took  
possession yesterday afternoon.A CHINESE woman named Ho Sam made a  
desperate attempt to commit suicide on Sat-  
urday afternoon. The woman was seen to jump  
into the harbour off Kennedy Town. She was  
rescued, however, by a number of boat people,  
and handed over to the police. She was this  
morning charged in the Police Court with at-  
tempting to commit suicide, but was dis-  
charged with a caution.HENRIQUE CAZE, a merchant, carrying on  
business at 45, Queen's Road Central, was  
charged in the Police Court to-day with dis-  
orderly behaviour in a house at 27, Graham  
Street, yesterday. It was alleged that Caze,  
during an argument with a Chinese companion  
by name Wong, had produced a revolver and  
threatened to shoot. Complaints were made  
by Mrs. W. W. Golding, who was present.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## SHOWING THE FLAG.

## CRUISE OF THE SOUTHERN SEAS.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

The Ministry of Agriculture, Commerce and Industry has charged Wong Tai-ching with the duty of making a cruise of the South Seas. The cruisers *Hoi-yee* and *Hoi-yung* have been despatched on the special mission.

## POPPY CULTIVATION.

## GRAIN IN SUBSTITUTION.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

The High Commissioners for the Suppression of Opium have issued instructions to the Provincial authorities to the effect that, commencing next year, the land hitherto planted with poppy shall be devoted to the cultivation of cereals.

## CHINA'S TERRITORIAL WATERS.

## CHART TO BE DRAWN.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

Prince Su has directed that a chart be made of the territorial waters of China.

## NAVAL REORGANIZATION.

## APPROPRIATION OF FUNDS.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

The Prince Regent is determined to set aside the money left by the late Empress Grand Dowager towards the naval reorganization scheme.

## PETITION BOXES.

## SPECIAL OFFICERS IN CHARGE.

[By courtesy of the "Sheung Po"]

Peking, 7th March.

All the boxes put up by order of the Prince Regent for the reception of petitions, etc., are opened by special officers only, whose duty it is to submit to His Royal Highness documents having reference to affairs of State.

## THE KIOCHOW UNIVERSITY.

The *Shanghai Times* is informed that the building of the Kiochow University will be completed by the end of April. Eight professors (German) have been engaged. Prof. Karberg of the Peking University is among them.

## SHIPPING AND MAILS.

## MAILS DUE.

German (*Prinz Ludwig*) 13th inst.  
Canadian (*Empress of Japan*) 17th inst.  
Indian (*Sutong*) 19th inst.

The *s.s. Craigvar* left Moji on 7th inst., for Hongkong.  
The *s.s. Zefiro* left Manila on 6th inst., at 2 p.m., and is due here on 9th inst., at daylight.

The *H. A. L. s.s. Ambria* left Singapore on 6th inst., p.m., and may be expected here on 13th inst., a.m.

The Java-China-Japan Line's *Tjibodas* left Kobe for this port on 7th inst., and may be expected here on 13th inst.

The P. & O. S. N. Co.'s *s.s. Sumatra*, left Singapore for this port on 6th inst., at 11 a.m., and is due here on 11th inst., at 10 p.m.

The P. & M. S. S. Co.'s *s.s. Asia* arrived at Manila on 5th inst., between 4 and 6 p.m., and is due to sail from this port on 9th inst., between 4 and 6 p.m.

The P. & M. S. S. Co.'s *s.s. Mongolia* will sail from Yokohama on 7th inst., and is due to arrive at this port via Kobe, Nagasaki and Shanghai on 16th inst.

The C. P. R. Co.'s *s.s. Montague* arrived at Nagasaki at 9:30 a.m., on 7th inst., and left again at 5:30 p.m., same day, for Kobe, where she is due to arrive at 6 a.m. on 9th inst.

Our report of the Canton Regatta is unavoidably held over until to-morrow.

Tak Colonial Secretary informs us that Hongkong has been declared an infected port by the Government of Netherlands-India.

The French and English mails of the 3rd and 6th February were delivered in London on the 6th inst.

YKONG KWAI LKONG, alias Yung Pak Shan, formerly thief of the Hongkong and Shanghai Bank, was charged with embezzling \$12,747.71, the property of the bank. He pleaded not guilty, and the case was remanded.

## UNION WATERBOAT CO. LTD.

## ANNUAL MEETING.

The fourth annual general meeting of shareholders in the Union Waterboat Co., Ltd., was held at the offices of Messrs. Dodwell & Company, Limited, this afternoon, for the purpose of receiving the report of the general managers, together with a statement of accounts for the year ending 31st December, 1908. Mr. Edgar G. Barrett presided. There were also present: Messrs. J. W. C. Bonnar, R. J. Van den Bosch, Duncan Clark, R. Shewan (consulting committee), and R. Coughtrie (secretary). The Secretary having read the notice convening the meeting, the Chairman said:—Gentlemen.—I presume I can dispense with the formality of reading over the report and accounts. There have been no additions to our fleet during the year and I am glad to say we have had no losses; one of our boats, however, was sunk in shallow water during the typhoon of last July but was successfully raised and reconditioned at a cost of \$1,400. The boats have all been kept in thorough repair and the expenses debited direct to Working Account. Our Marine Surveyor reports that all our twelve boats are in first class condition. From the accounts you will notice there is a profit on the year's trading of a little more than \$35,000, being over \$5,000 more than the previous year and the amount available for distribution is \$29,971.31, out of which sum it is proposed to pay a dividend of 6% amounting to \$1,798.58, and to carry forward to next account \$28,172.73 which I trust will meet with the approval of the shareholders. At the last meeting our Chairman said the Company would endeavour to create an Insurance Fund to cover the risk on the uninsured boats, but we are not at present in a position to do so. We propose, however, to write a substantial sum off the value of the boats, some of which are getting rather ancient, and this will answer the same purpose as creating an Insurance Fund. I am half afraid, gentlemen, to mention trade depression. I think this has been referred to in nearly every report presented to the public during the last two years; however, I hope when the shipping trade does improve, and if we do not suffer severely from typhoons, we shall be able to pay you increased dividends in future. I now beg to move that the report and accounts be received, approved and adopted. After this resolution has been seconded I should be pleased to reply to any questions shareholders may wish to ask.

There were no questions.

The Chairman proposed, and Mr. Auld seconded, the adoption of the report and accounts. Carried unanimously.

On the motion of Mr. Auld, seconded by Mr. Morton Smith, the appointments of Messrs. H. I. Van den Bosch and J. W. C. Bonnar to the Consulting Committee were confirmed.

The Chairman—That completes the business, gentlemen. Dividend warrants can be had on application.

## CANTON DAY BY DAY.

## THE NEW HUND.

[From Our Own Correspondent.]

Canton, 6th March.

The bunding officials are now inviting tenders for the construction of the bund along the bank of the island of Honam. It is reported that if a contractor is secured, the work of construction of the bund will be commenced at the beginning of the 4th moon.

## ARMED ROBBER EXECUTED.

Che Choi Tsai, the prisoner who was extradited to Canton from Hongkong and was tried before the Nambai magistrate a week ago, when the British Consul was present to witness the proceedings, was yesterday taken to the execution ground and beheaded for armed robbery.

## CANTON-HANKOW RAILWAY.

The newly-organised Canton Railway Shareholders' Union by a party of shareholders of the Canton-Hankow Railway Company, has called a meeting to take place on the 20th day of this month (the 11th instant) to discuss matters relating to the present Board of Directors of the Company.

## A CARELESS COOLIE.

## CHINESE WOMAN MEETS HER DEATH.

A Chinese woman's life was the price of the carelessness of a coolie engaged at some earthwork operations at Tai O. It appears that a Chinese workman, who was engaged at some earthwork operations at Tai O, was attending to a Chinese woman who was being conducted at Nam Ching in San Tin Island. The man, underminded the hillside to such an extent, that the hill projected in a dangerous manner, the serious consequences of which the ignorant Chinese failed to realise. It is alleged that he allowed certain people to work under the projection, as a result of which a Chinese woman met her death, as before stated. A huge rock weighing about a ton was dislodged from the hillside, and before the unfortunate woman could realise her dangerous situation, the rock descended on her body and instantly killed her.

The coolie who was in charge of the works was to-day placed in the dock on a charge of manslaughter and the case was remanded.

THE *s.s. Sungei*, of the Barber Line of steamers, which ran ashore outside the breakwater at Manilla on the 18th inst., and sustained slight damage to her hull, will, we understand, be sent back to Hongkong, where she will be drydocked at Kowloon for survey and the necessary repairs. Hongkong firms are interested in the vessel's cargo.

RETURN of visitors to the City Hall Library and Museum for the week ending the 7th March, 1909:—

	Library	Museum
Non-Chinese	417	140
Chinese	315	704
Total	732	844

## The "Empress of China."

## GROUNDING IN THE INLAND SEA.

## NAVAL COURT OF INQUIRY.

At the British Consulate-General, Kobe, on 25th ult., a Naval Court of Inquiry was held concerning the recent stranding of the C. P. R. *Empress of China* in the Inland Sea, while on her way from Nagasaki to Kobe. Mr. Henry Bonar, British Consul-General, presided, Mr. St. John George, master of the *Alderman*, and Mr. C. J. Bailton, master of the *Banca*, sitting as assessors.

Capt. R. Archibald, sworn, stated that he had been master of the mail steamship *Empress of China*, for about sixteen years. On the way to Vancouver from Nagasaki, via Kobe and Yokohama, the vessel left Nagasaki at 4 p.m. on the 18th, in charge of Capt. Stevenson, an Inland Sea, licensed pilot. The weather was fine, but overcast, and with an easterly wind. The usual points were passed safely, and at about 8:30 p.m. the ship arrived abreast of Uda Rock. Witness then came on deck to relieve the pilot, who had been on deck practically all the time, but he (the master) then took charge of the ship. The weather was becoming rainy and misty, but lights could be seen at the usual distances; there was a strong breeze. At 12:30 a.m. on the 19th, approaching the vicinity of Round Rock, the pilot was called. They could not make out the rock, it being too dark, but made out Rokurei; the flashing beacon inside was seen. The pilot then altered the course and made the light at the entrance to Shimoda Bay Strait. The weather had then cleared, the rain fell off, and a moderate gale made everything clear. Witness told the pilot he had better go half-speed through the Straits; they had no difficulty in getting through, there being no traffic. When past the Esaki Light, about 2:40 a.m., the pilot set the course to Motoyama buoy, practically through open sea. Witness went below about 3 a.m., after having been on duty for practically thirty hours, leaving the pilot, second and third officers on the bridge. The latter were relieved at 4 a.m. by the chief and fourth officers.

Witness gave orders to go half-speed because the weather was thick, but when he left the bridge, at about 3 a.m., the weather was clear. After he went below the weather must have changed considerably. The pilot had the right to alter the speed of the ship without consulting the Captain, but if such alteration was made owing to bad weather, witness considered the Captain should be called, and he supposed he was called, but too late. He was out of bed before anybody called him. Asked as to the actual cause of the accident, witness said there could only be two causes, first, an abnormal set, and second, that the compass error was not as it had been for many years. There had been no opportunity to test the error of the compass since the accident, but witness proposed to do so when he left port. There was a rule that the Captain should be called when the officer on watch was doubtful as to the safe position of the ship. The officer should at once alter the course in accordance with his judgment and call the Captain immediately.

Witness awakened by feeling a severe shock; he did not know the time, but found afterwards it was 5:20 a.m. At first he thought the shock was caused by a collision, but then he felt another shock, and knew the ship was ashore. He immediately got up, and while dressing the fourth officer came to his cabin and told him the ship was ashore, to which witness replied that he knew. On going up on deck it was very dark, nothing could be seen. It was raining hard, there was a moderate gale of wind, and no light to be seen. He said to the pilot that they were on Hime-shima and the pilot said that was the only place they could be on. The water-light doors were not closed; witness at once gave orders to do so, swung out all boats, and then told the pilot the engines had better be stopped. The engines were going full speed astern on a rising tide. Witness then ordered that the ship be sounded fore and aft. The vessel was hard and fast, and he knew the ship would be safest by stopping the engines. High water was due about 8:30 a.m. The Carpenter reported that the ship was not making much water, the engines were kept going slow astern. Soundings were taken all round the ship 34 fathoms at the stern, 4 fathoms about the bridge, increasing to 7 fathoms at the bow. The ship was held up on a sort of shelf about the bridge. This shelf was not rock, but hard shingle and pebbles. Witness called the chief engineer, and knowing that there was deep water aft, witness gave orders for the aft tanks to be filled, and the forward ballast tanks pumped out, in order to tip the ship. The engines were going slow astern all the time, from about six till eight; witness ordered all possible steam by eight o'clock at about high tide, when both engines went full speed astern, and at 8:30 the ship backed off into deep water. When in a safe position clear of the island the ship was stopped, and the Carpenter again sounded the ship to ascertain her exact condition. He reported that about three inches of water an hour were coming in No. 1 ballast tank, and 12 inches in No. 2. The ship then proceeded to Kobe.

By the Court.—The only remark the pilot made, was that it must be Hime-shima. There was no discussion as to the cause of the accident. The chief officer had forgotten to put his signature to the entry in the log. It was understood that the officers could take a cast of the lead at any time whenever in doubt, without consulting the master. For seventeen years witness had been up and down the Inland Sea, and it was always his practice to turn in after passing Esaki in normal weather. He had never noticed any particular set-down at this place, but he had heard of such currents. The glass on the 18th was about 29.95, about a normal glass. There was no indication of unusual weather ahead. Witness thought that according to the general orders the officers on watch should have called him when the weather got so bad, and before the ship struck. If he had been on deck he would probably have stopped the ship. No cast of the lead was taken. Capt.

Stevenson had been the company's pilot for about two years, and witness had the greatest confidence in him. It was within the province of the pilot to call the Captain, and he had done so, but in the meantime the ship had struck. At no time did witness think there was any danger to the passengers. There were about twelve or fourteen saloon passengers. They were told by witness that there was no danger; they were all awakened by the shock, and had assembled in the saloon when witness told them there was no danger. There was an abnormal set at the spot where the accident occurred.

Witness continued that on resuming the voyage he noticed an abnormal set, but the pilot, laid on approaching Akashi light there was a set. Bad weather outside affected the tide in the Inland Sea. If soundings had been taken, the position of the ship might have been ascertained before she struck, showing 16 or 17 fathoms to the southward and 19 or 20 to the northward of the course, when about six or seven miles off the island. Ultimately they made Kobe about 10:30 p.m. on the 19th. On arrival the damage was found to be as follows:—No. 1, 2, and 3 ballast-tanks damaged, A, B, and C plates corrugated for about 100 feet, and the floors set up. A portion of No. 4 ballast-tank was also damaged, and about seven floors were damaged altogether. Temporary repairs were being made, taking about five days. The accident might have been a very serious one had the tide been ebbing. The chief officer had been with him four or five years, and had been master of the *Alderman* in the meantime. The second officer had been in the ship about three years, and knew the Inland Sea well. After passing the Uda rock they made Wilson Island, and three miles off set course for, but did not see, the Pillar Rock, owing to rain.

PILOT'S EVIDENCE.  
Capt. J. S. Stevenson was then called, and stated that he was a licensed Inland Sea pilot. Witness had held a British master's certificate for twenty-two years. On the morning of the 19th, at 12:30, the ship was on Round Rock; the weather was dark and cloudy, the Shirasu light could be seen a little before the starboard beam, and land was seen ahead and all along the starboard side. Witness altered the course to E. 1/2 S. to make E. true, and after running on a few minutes made Omoji light. The straits were cleared at 2:50 a.m. with Esaki light beam. The ship's head was then put south-east, and at 3 a.m. the course was altered to S. 55 E. magnetic, and S. 56 by compass. A great many ships were passed, and about 3:30 Motoyama lighted buoy was picked up on the port bow. This buoy was watched for some time, and at 3:40 the course was altered to S. 70 E. magnetic. Witness used no charts. At 3:42 the buoy was passed about half a mile off. The weather was very dark and there was occasional rain, but clear enough to see lights, two or three miles away. Two vessels were passed on the starboard side, for which witness had to starboard a little, and after this no other lights were seen. At 5:15 rain increased, and the weather seemed to get thicker as if a squall was coming up. The engines were put at stand-by, and as the weather did not improve the engines were put at "slow" at 5:16, and witness told the chief officer to call the Captain. At 5:20 the ship took ground, she touched once and stopped; the engines went full speed astern for ten minutes. Meanwhile the Captain came up on deck and asked where the ship was and witness told him it must be Hime-shima.

By the Court.—Witness expected to be 15 miles off Hime-shima light about 5:30, which should have been seen half an hour before, but owing to the bad weather he did not expect to see light. The weather was not foggy, but the heavy rain made it difficult to see a high light, although it was clear enough to see the buoy light. The course was not altered at all. Witness did not take a cast of the lead. He did not think that a mile and a half was running too fine on such a dirty night. The course was taken in order to make sure of seeing the light if possible. Sometimes the light on Hime-shima island could be seen and not the land, and vice versa. He often passed without seeing the light at all. Witness always steered the same course, S. 70 E., passing the point about 1/2 miles off. Witness had been piloting since August, 1904, and the *Empress* boats for over twelve months. Steering S. 70 E. he gave the course to the officer of the watch as a magnetic course. The compass course was the same—4 degrees W. error. In some of the C. P. R. boats, witness was not on deck after passing Motoyama buoy until Tsurushima. Witness never ran through the red sector of Esaki light. The vessels passed after leaving Motoyama were on the starboard side, going the opposite way. After passing through the Straits the Captain remarked in a casual way that it would not be necessary to anchor there, and the ship was then put full speed. Witness remained on the bridge at the open part of the sea because the Captain had been up all night and wanted to go below. When altering speed in thick weather or in case of any danger he would call the Captain. There were two reasons that the Hime-shima light was not seen, one that the weather was too thick, and the other that the ship was south of her course, but witness did not apprehend any danger. The only way this accident could be accounted for was by an abnormal set; witness had no reason to think the compass was wrong. He had never before experienced such a set; he was of opinion that there was no tide at all between Motoyama buoy and Hime-shima light. At 5:12, when the weather thickened, he rang "stand-by," at 5:16 he rang "slow" and told the chief officer to call the Captain. Four minutes after the ship struck. As soon as the Captain came up witness had intended to anchor. Witness did not know if the Captain was called; the chief officer was told twice about it. Witness referred to the abnormal set, when the ship was a mile and a half off her course, witness had not heard such sets being discussed, as different pilots steered different courses.

## To-day's Advertisements.

## NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "ARRATON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 10th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents, Hongkong, 8th March, 1909. [246]

PUBLIC AUCTION. AT MESSRS. JAY'S, LIMITED, TO-MORROW (TUESDAY).

AND WEDNESDAY, the 9th and 10th March, 1909, commencing at 10.30 A.M.

VALENCIENNE LACE, TRIMMINGS, DRESS MATERIAL, DRESSES, BOOTS AND SHOES, INSERTIONS, RIBBONS, &c., &c.

TERMS:—Cash on delivery. GEO. P. LAMBERT, Auctioneer, Hongkong, 8th March, 1909. [247]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship "FRINZ WALDEMAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th March, at 9.30 A.M.

All claims must reach us before the 17th March, 1909, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents, Hongkong, 8th March, 1909. [5]



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEIN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "MACEDONIA," Captain C. D. Bennett, R.N., carrying His Majesty's Mails, will be despatched from this port for LONDON DIRECT, calling at BOMBAY for Passengers and Mails on SATURDAY, 13th March, at Noon, taking Passengers and Cargo for the above Port.

Silk and Valuables only will be accepted for Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. BEWETT, Superintendent, Hongkong, 8th March 1909. [6]

THE WEATHER. The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 6th at 11.50 p.m.—The barometer has risen over Japan, and fallen elsewhere particularly over China.

A depression is moving Eastwards over N. China, and a second area of low pressure is lying over Tongking.

The highest pressure is now shown over W. Japan. Moderate E. and S.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.2 inches.

FORECAST. 1.—Hongkong and Neighborhood, E. and S.E. winds, moderate, falling rate and fog. 2.—Formosa Channel, same as No. 1. 3.—South coast of China between Hongkong and Loochoo, same as No. 1. 4.—South coast of China between Hongkong and Hainan, same as No. 1.

(Continued on page 2.)

## Public Companies.

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 12.30 P.M. TO-MORROW, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd inst. to the 9th prox. no. days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Fire Insurance Company, Limited, Hongkong, 8th March, 1909. [194]

## CHINA SUGAR REFINING CO. LD.

## NOTICE.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Buildings, on FRIDAY, the 19th March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 2nd March, 1909. [216]

## LUZON SUGAR REFINING CO. LD.

## NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Buildings, on FRIDAY, the 19th March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 2nd March, 1909. [227]

## Intimations.

## WANTED.

SITUATION by a Lady as LADY'S COMPANION or GOVERNESS. Does not mind Travelling and undertakes care of children on the voyage. Apply to—J. S. C., C/o Hongkong Telegraph, Hongkong, 5th March, 1909. [238]

## HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 1st March, the selling price of Ice, will be reduced to ONE CENT per pound.

JARDINE, MATHESON & Co., Ltd., General Managers, HONGKONG ICE COMPANY, LIMITED, Hongkong, 10th February, 1909. [166]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager, Hongkong, 6th January, 1909. [50]

## INTERNATIONAL SLEEPING CAR

## and EXPRESS TRAINS OO

## (THE GREAT TRANS-SIBERIAN ROUTE

## TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co., Agents, Hongkong, 21st July, 1907. [21]

NOTICE TO SUBSCRIBERS. FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$30 per annum. WEEKLY—\$15 per annum. The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free, when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.25 per quarter is charged for postage.

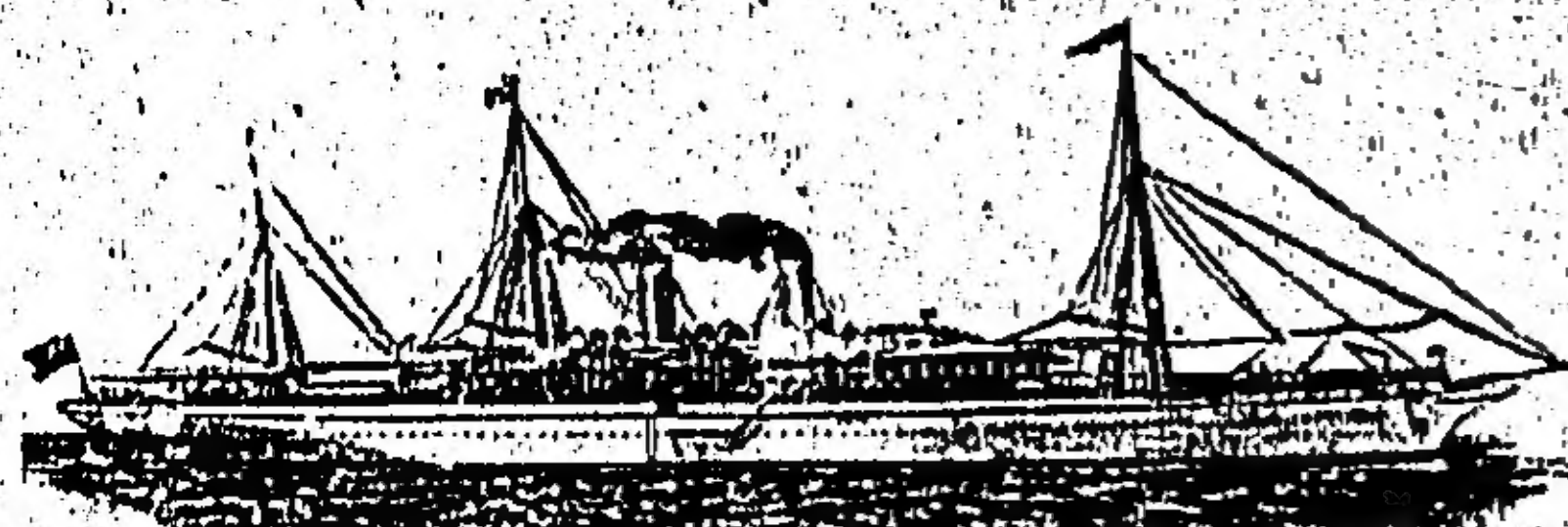
The postage on the weekly issue to any part of the world is 10 cents per quarter. Single Copies, Daily, 10 cents. Weekly twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.) There will be no return of money to Subscribers on account of arrears.



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF INDIA"	6,000	SATURDAY, Mar. 13th	April 3rd
"EMPRESS OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPRESS OF CHINA"	6,000	SATURDAY, May 1st	May 23rd
"MONTEAGLE"	6,163	TUESDAY, May 11th	June 4th
"EMPRESS OF INDIA"	6,000	SATURDAY, May 22nd	June 12th
"EMPRESS OF JAPAN"	6,000	SATURDAY, June 12th	July 3rd

"EMPRESS" steamships will leave Hongkong at 7 A.M.  
S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Pacific "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 27 to 30 Days. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways. £43 7 11 to £45 7 11.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials to the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, &c., Corner Paddar Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"YATSHING"	TUESDAY, 9th Mar., Noon.
SHANGHAI	"WAISHING"	WEDNESDAY, 10th Mar., Noon.
SGAPORE, PENANG & CALUTTA, KUMSANG	"YATSHING"	WEDNESDAY, 10th Mar., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 12th Mar., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	TUESDAY, 23rd Mar., Noon.
& MOJI		

RETURN TOURS TO JAPAN. OCCUPYING 24 DAYS.

The steamers *Kutsang*, *Namang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 8th March, 1909.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	9th Mar., 3 P.M.
SHANGHAI	"CHINEUA"	11th " 4 P.M.
TIENTSIN	"KUEICHOW"	12th " 4 P.M.
HAIPHONG	"HUPH"	13th " 10 A.M.
SHANGHAI	"CHEMAN"	14th " Daylight.
MANILA, ZAMBOANGA AND USUAL	"TAMING"	16th " 3 P.M.
AUSTRALIAN PORTS	"CHANGSHA"	8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SEANGHAI LINE.

SCHEDULE STEAMERS leaving every Thursday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon. Fare: \$40 single and \$70 return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 8th March, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and cabins—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th Mar., at Noon.
RUBI	2540	R. W. Almond	"	SATURDAY, 20th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Hongkong 6th March, 1909.

Shipping—Steamers.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship "ARRATON APCAR," Capt. A. Stewart, will be despatched for the above Ports on FRIDAY, the 12th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 3rd March, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON & NEW YORK: S.S. "GHAZEE" About 12th March.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 5th March, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & Co., LIMITED, General Agents.

Queen's Buildings. Hongkong, 3rd March, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILE, RIVER PLATE, BRAZIL.)

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY. OVERLAND Cargo taken for ALL CANADIAN AND UNITED STATES POINTS.

THE Steamship S.S. "AMIRAL HAMELIN," Captain Debonnaire, will leave this port on or about the 20th March, for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

For further particulars apply to the Agent—MESSAGERIES MARITIMES.

Hongkong, 4th March, 1909.

FOR LONDON AND ANTWERP.

THE Steamship "FLINTSHIRE" will be despatched as above on or about the 16th March.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 23rd February, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers "KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4. Meals \$1.35 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., AND SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Wharf, 1st July, 1909.

Shipping—Steamer.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship "GLAMORGANSHIRE" will be despatched as above about 10th April.

For Freight, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 4th March, 1909.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "MACEDONIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Malus*.

From Calcutta, ex S.S. *Namur*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 4th March, 1909.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS," FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th March, 1909.

Intimations.

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT'S GENUINE COMPOSITION RED. HAND BRAND, HARTMANN'S GREY PAINT, DAINLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Bole Agents for FERGUSON'S APRIAL ORRAM and P. & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 6th March, 1909.

FISH.

Barbel—Ka Yu

Bream—Bla Yu

Canton Fresh Water Fish—Ho Sin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Croaker—Hal

Cuttle Fish—Muk Yu

Dab—Sa Mang Yu

Dace—Wong Mei Lun

Dog Fish—Thi Tu Sa

Eels, Congor—Hal Man Yu

Fresh water—Tam Sol Yu

Yellow—Wong Sh

 Frog—Tien Kal | Garoupe—Sak Pan | Goodeon—Pak Kap Yu | Herring—Tso Pak | Halibut—Cheung Kwan Yu | Labrus—Wong Fa Yu | Loach—Wa Yu | Lobster—Lung Ha | Mackerel—Chik Yu | Milk Fish—Mou Yu | Mullet—Chai Yu | Oysters—Sang Hoo | Parrotfish—Kal Kung Yu | Parch—Tao Loo | Pike—Fa Paw Poong | Plaice—Pan Yu | Pomfret, Black—Hak Cheung | Pomfret, White—Pak Cheung | Prawns—Ming Ha | Ray—Fa Pa Sa | Rock Fish—Sak Kow Kung | Scallop—Chau Yu | Salmon, (Steel), Cook White—Ma Yu | Shrimp—Ka Yu | Sole—Ka Yu | Squid—Ka Yu | Turbot—Cho How Yu | Turtle, small, fresh water—Kok Yu | White Bait—Ngan Yu Chai |

HONGKONG AVERAGE MARKET PRICES.

Corrected 3th February, 1909. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Fa B

Corned—Ham Ngau Yuk

Roast—Shin

Breast—Ngau Lam

Soup, Tong Yuk

Steak—Ngau Yuk Pa

Sirloin—Ngau Lau

Sausages—Ngau Yuk Cheung

Bullock's Brains—Know per set

Tongue fresh—Ngau Li

Corned—Ham Ngau Li

Head—Ngau Tau

Heart—Ngau Sun

Hump, Salt—Ngau Kin

Feet—Ngau Keok

Kidneys—Ngau Yu

Tail—Ngau Mei

Liver—Ngau On

Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-tau-koek

Mutton Chop—Young Pal Kwat

Leg—Young Pal

Shoulder—Young Shau

Pigs' Chittlings—Chai Cheung

Brains—Chai Know

Feet—Chai Keok

Fry—Chai Chak

Head—Chai Tau

Heart—Chai Sun

Kidneys—Chai Yu

Liver—Chai On

Tripe (undressed)—Chai To

Corned—Ham Chai Yuk

Leg—Chai Pal

Fat or Lard—Chai Yu

Sheep's Head and Feet—Young Tau

Keok

Heart—Young Sun

Kidneys—Young Yu

Liver—Young On

Suckling Pigs, To Order—Chai Chai

Suet Beef—Sang Ngau Yuk

Mutton—Sang Young Yu

Veal—Ngau Chai Yuk

Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kal Chai

Capon, Large, Small—Sin Kal

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kal Tan

Fowls, Canton—Kal

Hainan—Ho Nam Kal

Geese—Ngo

Goose, Wild Shanghai—Sheung Ho Ye

Ngo

Musk Deer—Wong Keng

Hare—Tu Chai

Partridge—Oke Khoo

Pheasant—Shan Kal

Pigeons, Canton—Pak Kup

Holbow—Holbow Pak Kup

Quail—Um Chui

Rice Birds—Wo Fa Chenk

Snipe—Sa Chai

Turkeys, Cock—Fo Kal Kung

Hen—Na

Wild Ducks, Shanghai, Sulap

Teal, Shanghai, Sul Ap Chai

Wild Ducks Canton—Sang Shing Sul

Ap



## TWO TOUGH TASKS.

## THE "KALOMO" AND THE "DJAMBI".

## PROCESS OF SALVAGE OPERATIONS.

The Tanjong Pagar Dock Board is grappling manfully with two very difficult tasks at one and the same time. Both may be said to be of equal magnitude, though the circumstances differ greatly. Away at Passir Panjang, wholly submerged (with the exception of funnel and masts) lies the oil steamer *Kalomo* which caught fire and was sunk on Dec. 16th last. For a full two months the salvage department of the T. P. D. B. has been engaged in operations which it is intended will culminate in the lifting of the vessel from her sandy ocean bed to the surface. Cofferdams have been constructed round the hatchways and every arrangement made with a view to pumping out the vessel so as to facilitate the task of raising her. The *Singapore Free Press* of 25th ult. says:—To the ordinary observer it would appear that the *Kalomo*, with the whole of her heavy bulk below water, must present insuperable difficulties in the way of salvage; but with expert knowledge and the use of up-to-date scientific apparatus, there is little doubt that the work will be satisfactorily carried out. At present the sight of the funnel and masts only above water is indeed a forlorn one. The salvage work is being carried out under the supervision of Mr. Macfarlane, Surveyor to Lloyd's Agency. Given favourable weather, and subject to the state of the tides, it is expected that the *Kalomo* will be raised within a couple of weeks. A leading official of the Tanjong Pagar Dock Board, who was interviewed by a *Free Press* representative, declared that there was "every reasonable prospect of success" in the work of salvage.

## WORK ON THE "DJAMBI".

Five minutes of "rueful riot" by the sharp-piercing French mail steamer *Polynésie* on Jan. 11th last provided what afterwards looked like five months' hard work for the Tanjong Pagar Salvage Department. The Dutch steamer *Djambi*, which was cut into and sunk close to the wharf on the date named, lies still in the position in which she sank immediately after the collision, though her immediate surroundings, after the work that has been carried out, present now a very different appearance. The smashed-up portion of the wharf, which had to be removed before any practical attempt could be made to raise the *Djambi*, has now been cut away, and the vessel lies with a clear space almost entirely round her. The heavy piles, sunk deep in the bed of the channel, have had to be pulled out by main force. For this purpose steel-wire ropes have been used, the hauling apparatus being a winch worked by coillies. Assistance in fixing the ropes to the piles is given by native divers. The piles, worm-eaten and covered with barnacles, are laid on the vacant land close to the wharf. Near by are such portions of the fittings of the *Djambi* as could be removed with ease. It is difficult to estimate how soon the work of salvage can be completed, but rapid progress is being made. It is intended to raise the *Djambi* by the process known as "slinging" and when this has been accomplished the vessel will be towed to a convenient site, for overhaul, probably the East Lagoon.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	18 1/16
Do demand	18 1/2
Do 4 months' sight	18 1/2
France—Bank T.T.	2 1/2
Do demand	2 1/2
Do 4 months' sight	2 1/2
Germany—Bank T.T.	1 1/2
Do demand	1 1/2
Do 4 months' sight	1 1/2
India T.T.	1 1/2
Do demand	1 1/2
Do 4 months' sight	1 1/2
Shanghai—Bank T.T.	7 1/2
Singapore—Bank T.T. per H.K. \$100	7 1/2
Japan—Bank T.T.	8 1/2
Java—Bank T.T.	8 1/2
Buying.	
4 months' sight L/C	18 1/2
6 months' sight L/C	18 1/2
30 days' sight San Francisco & New York	18 1/2
Do 4 months' sight	18 1/2
Do 6 months' sight	18 1/2
30 days' sight Sydney & Melbourne	18 1/2
4 months' sight France	2 1/2
6 months' sight	2 1/2
4 months' sight Germany	1 1/2
Bar Silver	23 1/2
Bank of England rate	23 1/2
Sovereign	11 1/2

## Shipping.

Arrivals.	
Prinz Waldemar, Ger. s.s., 3,250, F. Iske, 6th Mar.—Sydney 6th Feb. and Manila 4th Mar. Gen.—M. & Co.	
Nanshan, Br. s.s., 1,230, A. Jones, 6th Mar.—Bangkok 5th Mar. Gen.—B. & Co.	
Tosa Maru, Jap. s.s., 3,610, T. L. Harrison, 7th Mar.—Seattle via Victoria, Yokohama, Kobe, Moji, and Shanghai 4th Mar. Coal, Lead, Salt, Herring, Cotton-Yarn and Gen.—N. Y. K.	
Mario Johnson, Ger. s.s., 1,771, Pedersen, 7th Mar.—Salmon and Mar. Rice—J. & Co.	
Haiching, Br. s.s., 1,467, W. C. Passmore, 7th Mar.—Fochow 4th Mar.—Amoy 5th and Swatow 6th, Gen.—D. L. & Co.	
Locksley, Ger. s.s., 1,020, W. Taubert, 7th Mar.—Bangkok 24th Feb. Rice—B. & S.	
Choyang, Br. s.s., 1,424, A. E. Sandbach, 7th Mar.—Shanghai via Swatow 2nd Mar. Gen.—J. M. & Co.	
Chihahon, Br. s.s., 1,340, A. Harris, 7th Mar.—Shanghai 4th Mar. Gen.—B. & S.	
Tijlwoong, Dut. s.s., 3,067, N. van Wyck, 7th Mar.—Mar.—Macassar 5th Feb. and Batavia 4th, Sugar—J. C. J. L.	
Olaf Johnson, Ger. s.s., 1,101, J. Bendixen, 7th Mar.—Haiphong 4th Mar. and Hallow 5th, Rice—J. & Co.	
Empire, Br. s.s., 2,843, P. T. Helms, 8th Mar.—Melbourne 3rd Feb. Sydney 15th, Brisbane 16th, Townsville 18th, Cairns 19th, Thursday Island 20th, Port Darwin 21st, Timor 22nd, and Macao 6th Mar. Gen.—J. & Co.	
Arratoon, Br. s.s., 2,091, A. Stewart, 8th Mar.—Calcutta 20th Feb. via Penang and Singapore 22nd Mar. Gen.—D. S. & Co.	

Dalya Maru, Jap. s.s., 1,856, K. Kabayashi, 8th Mar.—Wakamatsu 3rd Mar. Coal—M. B. K.  
Hilary, Ger. s.s., 1,750, H. H. H. Mar.—Sourabaya 19th Feb. Sugar—B. W. & Co.  
Westphalia, Ger. s.s., 1,076, H. H. H. Mar.—Shanghai 4th Mar. Gen.—H. A. L.  
Clearance at the Harbour Office.  
Choyang, for Canton.  
Prinz Waldemar, for Kobe.  
Chihahon, for Shanghai.  
Westphalia, for Singapore.  
Chihahon, for Canton.  
Dalya Maru, for Nagasaki.

Departures  
Mar. 7.  
Shanting, for Swatow.  
Wingang, for Swatow.  
Dalya Maru, for Swatow.  
Hilary, for Swatow.  
Anhui, for Shanghai.  
Dalya Maru, for Japan.  
Prinz Waldemar, for Japan.  
Mar. 8.  
Sungliang, for Amoy.  
Chihahon, for Shanghai.  
Chihahon, for Canton.  
Chihahon, for Canton.

Kassengore arrived.  
Per Choyang, from Shanghai, &c.—Mrs. Guedes, Mrs. Stopleton, and Mr. Hughes.  
Per Tosa Maru, from Seattle, &c.—Messrs. R. G. Byess, C. U. Birrell, A. Harmon, Miss B. Lytton, Messrs. F. D. Banda, A. R. Jones, D. Zakel, Coschi, A. Rossa, and F. A. King.  
Per Hallow, from Coast Ports—Miss Weatherall, Messrs. Thompson, A. Thompson, Maj. Evans, Mr. and Mrs. Oswald and family, Miss Towner, Baron and Baroness von Ruffin, and 145 Chinese.  
Per Arratoon, from Calcutta, &c.—Capt. G. G. Corrie, Mr. G. D. H. Dunlop, Miss Brew, Mr. Pritchard, Mr. and Mrs. Hamilton-Price, Mr. and Mrs. Ebbecke, Mrs. Sobrius, Mr. Bennett, Mr. and Mrs. Wilber, Mr. and Mrs. R. S. Judah and 3 children, and 350 Chinese.  
Per Prinz Waldemar, from Hongkong, from Sydney—Mr. and Mrs. Maller, Mr. A. Hardy, and Mrs. Mused. From Simpsonhafen—Mr. and Mrs. Bolunski, Mr. Klink, and Mr. and Mrs. Assessor Full. From Fr. Wilhelmshafen—Messrs. Sterzinski, Otto Schriemann and Peter C. van der Hemel. From Yap—Messrs. Binkela and Wanders. From Manila—Mr. and Mrs. A. S. Sabier, Mr. and Mrs. J. G. Teali, H. P. Snyder, Mr. Ed. Weber, Mr. and Mrs. Edsall Orosco, Messrs. Jose Orosco, George Welborn and Charles G. Benson. From Hongkong from Yokohama—Mrs. and Miss Rintoul, Major J. Lindner, and Mr. and Mrs. C. R. E. Bell.  
Per Empire, from Australian Ports for Hongkong—Messrs. W. Paton, A. Wilson, B. Wilkinson, Mrs. Neidhardt, Messrs. A. Larard, N. Davies, Hon. J. Lewis, Misses J. Lewis (2), Messrs. Tuitado, F. Lettar, B. Caruso, Mr. and Mrs. B. Matthews, Messrs. F. D. Mo, A. Bernardo, Master A. Andrade, Capt. Felix, Mr. W. Sullivan, Mr. and Mrs. J. Dobson, Capt. Duendes, W. Diewery, G. Mooser, Paymaster R. Schumann, Pay-Clerk Lombard, Dr. H. Muller, Comdr. M. Johnston, and Mr. F. Phillips. From Shanghai—Mrs. G. Rea, Masters W. and H. Rea, Miss C. Rea, Mrs. G. Crozier, Miss L. Aungmye, Messrs. J. Thoepe, H. Schoon, Mr. and Mrs. H. Illingworth, Messrs. W. P. Nutter, Misses Gebhardt, Fathilul, Mr. T. Okabe, Mr. and Mrs. Warren, Mr. M. Macfarlane, Misses C. M. and J. Perks, Phillips, Cowlisham, and 230 in other classes.

Passengers departed.  
Per Ruby, for Manila—Major S. S. Jordan, Messrs. T. M. Haslett, S. Miller, V. S. Marfener, W. Denis, R. Ramon, Miss G. Marquez, Messrs. T. Thane, A. C. G. Hunter, J. Prague, Mr. and Mrs. T. Tonnigson, Messrs. F. Graber, C. C. Peel, C. S. Brown, J. Hamilton Lewis, J. Aungmye, H. Gourdon, J. H. Tow, T. Coma, Miss T. Hino, Messrs. W. G. Marten, C. W. Rosstock, and Mrs. Go Stee.

Shipping Reports.  
Str. *Merraton* from Calcutta and Straits—Fine weather from port to port.  
Str. *Choyang*, from Shanghai and Swatow—Strong to fresh N.E. winds, fine, cloudy weather throughout.  
Str. *Empire*, from Sydney, &c.—Light Ely winds and fine weather was experienced on the Australian Coast to Cairns; from there to Manila variable winds and dull showery weather prevailed after leaving Manila light N.W. winds and seas were met with across the China Sea.

Vessels in Port.  
SSEAMERS.  
Aldenhay, Br. s.s., 3,808, St. John George, 3rd Mar.—Yokohama 23rd Feb. and Kobe 28th, Gen.—J. & Co.  
Alesia, Ger. s.s., 3,376, J. Ernst, 3rd Mar.—Portland, Or. 28th Jan. and Moji 23rd Feb. Flour—P. & A. S. Co.  
Ariake Maru, Jap. s.s., 2,183, T. Ota, 5th Mar.—Moji 28th Feb. Coal—M. B. K.  
Aris, Rus. s.s., 1,000, Ausen, 5th Mar.—Swatow 4th Mar. Ballast—M. & Co.  
Baron Delmeny, Br. s.s., 2,053, Hay, 28th Feb.—Cardiff 9th Jan. Ballast—Br. Government.

March 8th, 1909, a.m.  
Buju Maru, Jap. s.s., 1,304, F. Fuseno, 5th Mar.—Shanghai 26th Feb. and Swatow 4th Mar.—O. S. K.  
Chiyo Maru, Jap. s.s., 1,346, W. W. Greene, 5th Mar.—Shanghai 26th Feb. and Swatow 4th Mar.—O. S. K.  
Choyang, Ger. s.s., 1,020, J. V. Bruns, 5th Mar.—Bangkok 26th Feb. Rice and Gen.—Timber—B. & S.  
Empress of India, Br. s.s., 3,032, E. Beetham, 5th Mar.—R.N.R., 20th Feb.—Vancouver 23rd Jan. and Shanghai 17th Feb. Mails and Gen.—C. P. R. Co.  
Erroll, Br. s.s., 2,880, L. James, 28th Feb.—Bangkok 21st Feb. Ballast—D. & Co. Ld.  
Heim, Nor. s.s., 758, Erickson, 6th Mar.—Bangkok 24th Feb. Rice and Salt—Yuen Fat Hong.  
Hollopolis, Br. s.s., 1,957, Martin, 5th Mar.—Chin-wang-tao 28th Feb. Ballast—G. L. & Co.  
Hopsang, Br. s.s., 1,350, J. M. Hag, 6th Mar.—Sourabaya and Samarang 23rd Feb. Sugar—J. M. & Co.  
Kumang, Br. s.s., 1,077, E. J. Butler, 1st Mar.—Calcutta via Penang and Singapore 3rd Feb. Gen.—J. M. & Co.  
Pakiet, Dut. s.s., 1,085, Swart, 3rd Mar.—Swatow 2nd Mar. Ballast—A. P. & Co.  
Quanta, Ger. s.s., 1,164, H. Madson, 4th Mar.—Rigel, Amoy, 24th Feb. Sugar—J. C. J. L.  
Rigel, Amoy, 24th Feb. Sugar—J. C. J. L.  
Shid Maru, Jap. s.s., 1,380, Tamocawa, 27th Feb.—Moji 22nd Feb. Coal—M. B. K.  
Shioan Maru, Jap. s.s., 1,120, F. Furukawa, 24th Feb.—Moji 17th Feb. Coal—N. Y. K.  
Tosa Maru, Jap. s.s., 3,610, T. L. Harrison, 7th Mar.—Calcutta 20th Feb. via Penang and Singapore 22nd Mar. Gen.—D. S. & Co.

March 8th, 1909, a.m.  
Vladivostok 7 a.m. 29.59 28.97 NE 3 a  
Nemuro 6 a.m. 30.36 29.10 NE 6 a  
Hakodate 5 a.m. 30.13 28.88 NE 10 a  
Tokio 4 a.m. 31.18 29.02 NE 2 a  
Kobe 3 a.m. 30.07 28.82 NE 2 a  
Nagasaki 2 a.m. 29.88 28.63 NE 10 a  
Yokohama 1 a.m. 29.88 28.63 NE 10 a  
Osaka 12 a.m. 30.04 28.79 NE 10 a  
Naha 11 a.m. 30.01 28.76 NE 10 a  
Ishigaki 10 a.m. 29.97 28.72 NE 6 a  
Boson 9 a.m. 30.20 28.88 NW 5 b  
Chios 8 a.m. 30.13 28.81 NW 5 ovr  
Weihaiwei 9 a.m. 30.13 28.81 NW 5 ovr  
Hankow 8 a.m. 30.13 28.81 NW 5 ovr  
Kiel 7 a.m. 30.13 28.81 NW 5 ovr  
Shanghai 6 a.m. 30.13 28.81 NW 5 ovr  
Gulf 5 a.m. 30.13 28.81 NW 5 ovr  
Sharp Peak 4 a.m. 30.13 28.81 NW 5 ovr  
Amoy 3 a.m. 30.13 28.81 NW 5 ovr  
Swatow 2 a.m. 30.13 28.81 NW 5 ovr  
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## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 9.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$5,006,234	Final of 1/2 and bonus of 1/2 for 1908 @ ex 1/8 = \$26 1/4	5 1/2 %	\$910 sales London \$4.10/
National Bank of China, Limited .....	99,925	£7	£6	\$1,400,000 \$1,400,000 \$1,400,000	\$10,225	\$2 (London 3/6) for 1908 .....	...	\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$350	\$50	\$1,500,000 \$1,500,000 \$1,500,000	none	\$14 for 1907 .....	7 1/2 %	\$187 1/2
North China Insurance Company, Limited .....	10,000	£15	£5	Tls. 150,000 Tls. 300,747 Tls. 118,377	Tls. 160,522	Final of 7/6 making 15/- for 1907 .....	5 1/2 %	Tls. 97 1/2 buyers
Union Insurance Society of Canton, Limited .....	12,400	\$450	\$100	\$1,500,000 \$1,500,000 \$1,500,000	\$5,506,011	Final of 1/2 making 1/2 for 1908 and interim of 1/2 for 1907 .....	5 1/2 %	\$825 ex. and a.
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$591,768	\$12 and bonus 1/2 for 1908 .....	7 1/2 %	\$200
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited .....	9,000	\$100	\$30	\$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$6 and bonus 1/2 for 1907 .....	8 %	\$100 ex div. b.
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$428,027	\$2 1/2 for 1908 .....	8 1/2 %	\$332 1/2 sellers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$24	\$7,500,000 \$7,500,000 \$7,500,000	\$7,015	\$1 for 1908 .....	7 1/2 %	\$12 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$10,000,000 \$10,000,000 \$10,000,000	NIL	\$2 1/2 for year ending 30.4.1908 .....	7 1/2 %	\$14 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$12,000,000 \$12,000,000 \$12,000,000	\$20,279	Final of 1/2 making 1/2 for 1908 .....	8 1/2 %	\$10 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	Tls. 75,000 Tls. 14,510 Tls. 14,510	£13,755	6/- for 1907 on Preference shares only @ ex 1/8 = \$3.154 .....	5 1/2 %	\$391
Do. (Deferred) .....	60,000	£5	£5	Tls. 75,000 Tls. 14,510 Tls. 14,510	£13,755	6/- for 1907 on Preference shares only @ ex 1/8 = \$3.154 .....	5 1/2 %	\$391
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 14,510 Tls. 14,510	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908 ..	7 1/2 %	Tls. 46 buyers
Do. (Preference) .....	100,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 14,510 Tls. 14,510	Tls. 14,510	Second interim of 1/- for a/c 1908 .....	7 1/2 %	Tls. 52 buyers
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	£1,000,000 £1,000,000 £1,000,000	£61,817	\$1.00 for year ending 30.4.1908 .....	4 1/2 %	\$23 1/2
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$98	\$0.50 for year ending 30.4.1908 .....	4 1/2 %	\$23 1/2
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 14,510 Tls. 14,510	Tls. 6,869	Final of Tls. 2 1/2 making Tls. 5 for 1907 .....	11 %	Tls. 45 sales
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$279,171	\$8 for year ending 31.12.06 .....	...	\$144 buyers
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$135,123	\$3 for 1897 .....	...	\$17
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.05 .....	...	Tls. 110 sales
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	£1,000,000 £1,000,000 £1,000,000	£11,556	Final of 1/6 (coupon No. 11) for year end- ing 31.12.08 .....	7 %	Tls. 18 1/2 buyers
Ruby Australian Gold Mining Company, Limited .....	150,000	£1	£1	£1,000,000 £1,000,000 £1,000,000	Dr. £2,191	No. 12 of 1/- = 48 cents .....	...	\$81 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	\$1,500,000 \$1,500,000 \$1,500,000	\$5,725	\$1.75 for year ending 31.12.06 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$50	\$50	\$1,500,000 \$1,500,000 \$1,500,000	\$8,556	Final of 1/2 making 1/2 for 1907 .....	...	\$48 buyers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$1,500,000 \$1,500,000 \$1,500,000	\$8,078	Final of 1/2 making 1/2 for 1908 .....	9 %	\$87
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 13,748	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908 .....	5 1/2 %	Tls. 91 buyers
Shanghai and Hongkew Wharf Company, Limited .....	38,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 22,626	Interim of Tls. 4 for account 1908 .....	5 1/2 %	Tls. 177 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 6,531	Tls. 6 for 1907 .....	5 1/2 %	Tls. 104 sellers
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	\$1,500,000 \$1,500,000 \$1,500,000	Dr. \$4,100	\$2 1/2 for year ending 30.6.07 .....	...	\$14 sales
Central Stores, Limited .....	50,128	\$15	\$15	\$1,500,000 \$1,500,000 \$1,500,000	\$9,178	\$1.50 for 1908 .....	...	\$20
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	\$1,500,000 \$1,500,000 \$1,500,000	\$295	Final of 1/2 making 1/2 for 1908 .....	7 %	187 ex div.
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$1,500,000 \$1,500,000 \$1,500,000	\$26,475	Final of 1/2 making 1/2 for 1908 .....	7 %	\$59 sales
Hampreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$1,866	60 cents for 1908 .....	7 %	\$8.65 sales
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	\$1,500,000 \$1,500,000 \$1,500,000	\$278	\$1 1/2 for 1908 .....	5 %	\$301
Shanghai Land Investment Company, Limited .....	78,600	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000	Tls. 12,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908 .....	7 %	Tls. 115 sellers
West Point Building Company, Limited .....	12,500	\$50	\$50	\$1,500,000 \$1,500,000 \$1,500,000	\$1,958	Final of 1/2 making 1/2 for 1908 .....	9 %	\$44 sellers
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908 .....	4 1/2 %	Tls. 104 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$9,553	50 cents for year ending 31.7.08 .....	5 1/2 %	\$9 sales
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 175,000 Tls. 175,000	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8 %) .....	...	Tls. 84 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 4,729	Tls. 4 for 1908 .....	...	Tls. 88
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 50,603	Tls. 50 for 1908 .....	...	Tls. 310 sales
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	\$1,500,000 \$1,500,000 \$1,500,000	£648	1/10 per share or 1907 = \$1.037 .....	10 %	\$10 sales
China-Borneo Company, Limited .....	60,000	\$12	\$12	\$1,500,000 \$1,500,000 \$1,500,000	NIL	\$1.20 for 1907 .....	10 %	\$12 buyers
China Light and Power Company, Limited .....	50,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$61,158	60 cents for year ended 31.12.06 .....	12 %	\$44 sales
Do. Do. special shares .....	50,000	\$1	\$1	\$1,500,000 \$1,500,000 \$1,500,000	\$3,407	80 cents for 1908 .....	12 %	\$9.27 buyers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$3,407	80 cents for 1908 .....	12 %	\$14 ex. and b.
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	\$1,500,000 \$1,500,000 \$1,500,000	\$48	\$1.50 for year ending 31.7.08 .....	5 1/2 %	\$60 buyers
Green Island Cement Company, Limited .....	400,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$5,078	Interim of 40 cents for account 1908 .....	10 1/2 %	\$12
M. Price & Company, Limited .....	12,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$5,000	75 cents for 9 months ending 31.12.07 .....	8 %	\$23 buyers
Hall & Holts, Limited .....	21,000	\$20	\$20	\$1,500,000 \$1,500,000 \$1,500,000	\$8,957	\$2 for year ending 31.12.08 .....	10 %	\$18 1/2 buyers
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$9,321	\$1 and bonus 30 cts. for year ending 29.2.08 ..	6 1/2 %	\$205 ex div.
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	\$1,500,000 \$1,500,000 \$1,500,000	\$7,616	Final of \$15 per share making \$19 for 1908 ..	9 1/2 %	\$24 ex div.
Hongkong Rope Manufacturing Company, Ltd. ....	60,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$8,190	Final of \$1 per share making \$2 for 1908 .....	8 1/2 %	\$24 ex div.
Maatschappij tot Mijl-, Bosch- en Landbouw- exploitatie in Langkat, Limited .....	25,000	Ga. 100	Ga. 100	Tls. 57,500 Tls. 27,601 Tls. 27,601	Tls. 17,127	4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making Tls. 20 to date .....	6 1/2 %	Tls. 810 buyers
Peak Tramways Company, Limited .....	55,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$7,472	\$10 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08 .....	6 %	\$14
Peak Tramways Company (new) .....	50,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	NIL	None .....	4 %	\$8
Philippine Company, Limited .....	75,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	NIL	None .....	...	Tls. 121 sellers
Shanghai Gas Company, Limited .....	24,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 24,820 Tls. 24,820	Tls. 6,002	Final of Tls. 4 making Tls. 7 1/2 for 1907 .....	6 1/2 %	Tls. 115 sellers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	Tls. 190,000 Tls. 190,000 Tls. 190,000	Tls. 8,492	Final of Tls. 9 making in all Tls. 14 for 1907 ..	12 %	Tls. 437 1/2 sales
Shanghai Waterworks Company, Limited .....	18,150	£20	£20	\$1,500,000 \$1,500,000 \$1,500,000	Tls. 58,222	Final of 17/6 making 1/2 for 1907 .....	...	\$24
South China Morning Post, Limited .....	6,000	\$25	\$25	\$1,500,000 \$1,500,000 \$1,500,000	Dr. \$50,622	None .....	...	\$24 sales
Steam Laundry Company, Limited .....	20,000	\$5	\$5	\$1,500,000 \$1,500,000 \$1,500,000	\$236	40 cents for year ending 31.5.08 .....	7 1/2 %	Tls. 94 buyers
Tientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	Tls. 15,000 Tls. 4,000 Tls. 4,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07 .....	5 %	\$13 buyers
Union Waterworks Company, Limited .....	50,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$1,160	80 cents on 9,000 ord. shares and \$19.50 on 100 Founders shares for yr. and 31.5.07 .....	6 1/2 %	\$9 buyers
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$6,428	Interim of 30 cents a/c 1908 .....	6 1/2 %	\$21
Watson, (A. S.) & Co., Limited .....	90,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$2,925	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 .....	...	
William Powell, Limited .....	15,000	\$7	\$7	\$1,500,000 \$1,500,000 \$1,500,000				

These shares are entitled to half of the profits

## DIVIDENDS PAYABLE—

Union Waterworks Company, Limited .....	60 cents	March 8th
Hongkong Fire Insurance Company, Ltd. ....	\$27	" 9th
Langkat .....	Tls. 12 1/2	" 15th
Shanghai-Sumatra Tobacco Company .....	Tls. 5	" 26th

## Intimations.

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £1,000,000.



## "LA FLOR DE LA ISABELA."

High grade cigars manufactured with the most selected leaf grown in the estates of the Company.

## SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Corres, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,  
AGENTS.O. C. MOOSA, MOTOR  
1 & 8, D'AGUILAR STREET.  
NOVELTIES OF THE SEASON. LAUNCHES.Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS, FOR HIRE FROM  
FEATHERS, &c., &c. \$2 PER HOUR.LACE SCARFS, MOTOR VELS  
IN  
VARIOUS COLORS. SUNRISE TO SUNSET  
TWILIGHT and MOONLIGHT

MOUSQUETEIRE GLOVES EXCURSIONS.

WHITE, BLACK &amp; COLORS. BLAKE PIER.

WOOLEN DELAINES, NUNSVELT  
INGS, VOILES, &c., &c. "Little Mary,"

LADIES' and CHILDREN'S "Blue Bell,"

UNDERCLOTHINGS. "Gertie,"

Samples on application, Coast "Fateema."

Port orders carefully executed. HONGKONG, 20th September, 1908. (37)

D. NOMA,  
PROFESSIONAL TATTOOERAND  
THE EXPERT REMOVER OF TATTOO  
MARKS.

No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then  
H. R. H. The Duke of York, and  
H. R. H. The Emperor of Russia, and having  
4,500 testimonials from all sources.My 34 years' experience in tattooing is a  
guarantee of good work and prompt execution.  
My colours are absolutely fast and perfectly  
harmless, and produce a charming effect not  
attainable by any other, as their composition is  
only known to me. In tattooing unlike some  
species of engravings, care must be taken to  
have the work done in a perfect, high toned  
manner. In order to take special precaution  
against possible dangers, I use fresh materials  
daily.